

# ALL HANDS



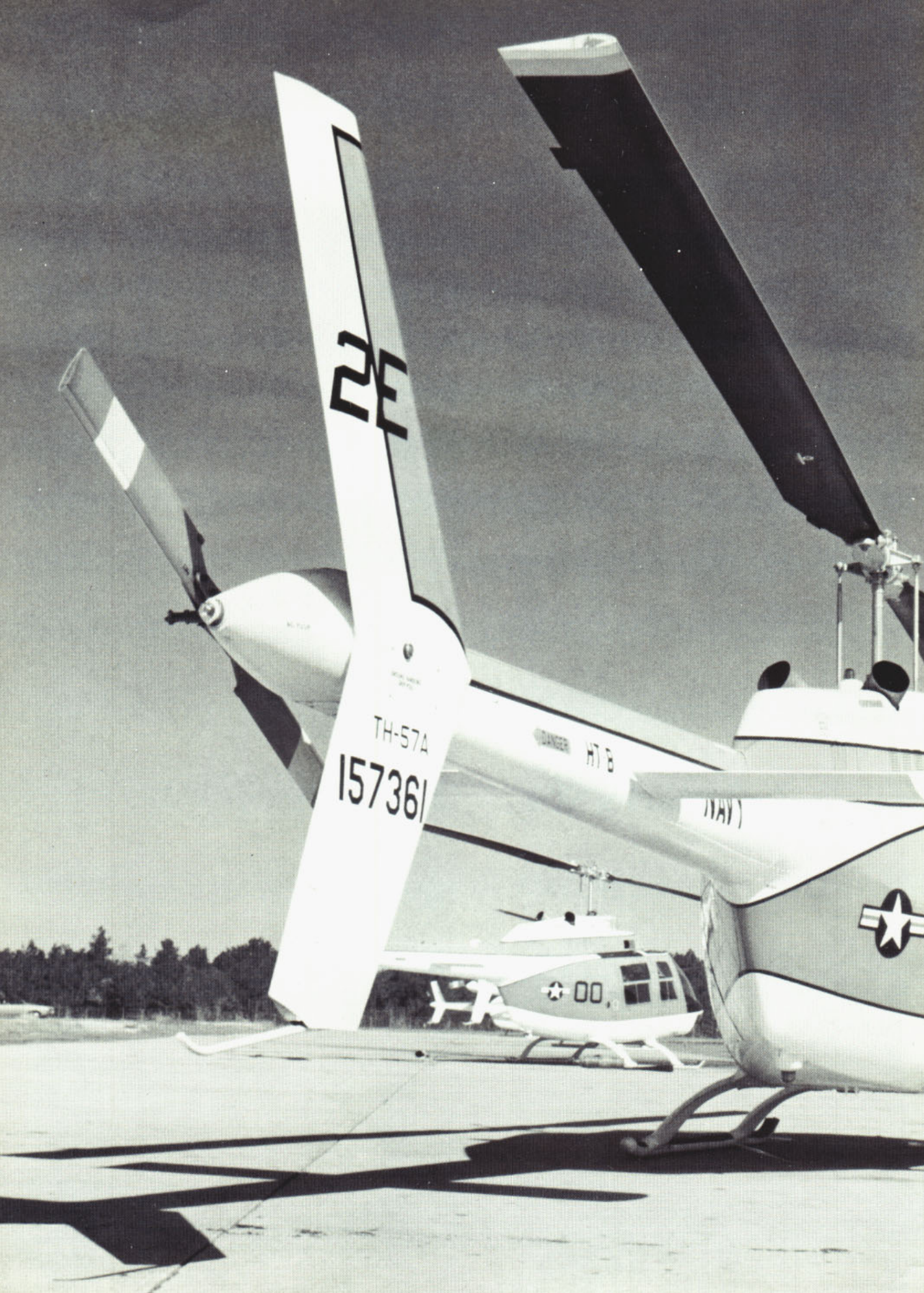
ALL HANDS Safety Series

WHAT EVERY SAILOR  
SHOULD KNOW ABOUT

**TIRES**

NOVEMBER 1975







# ALL HANDS

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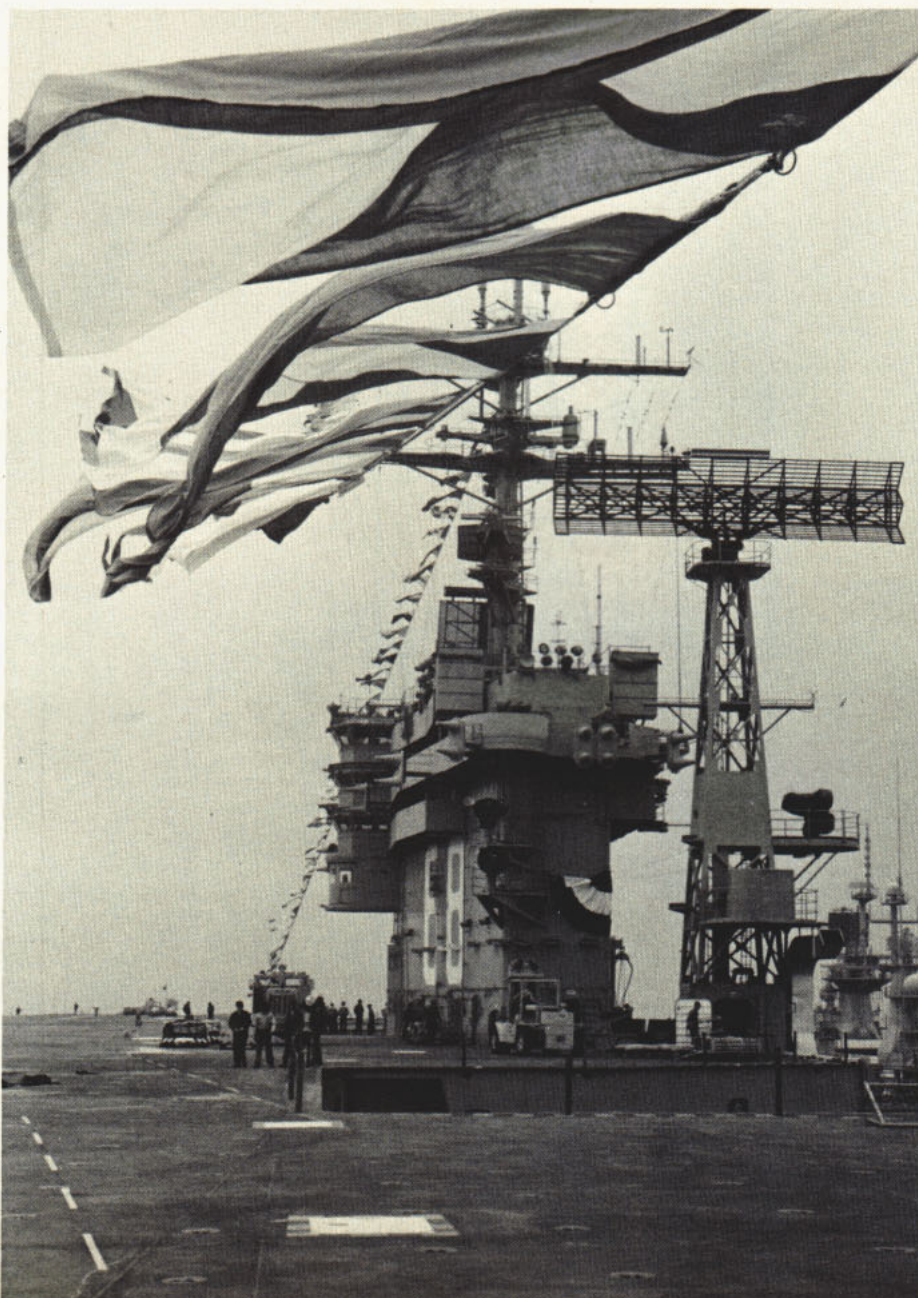
AT LEFT: READY AND WAITING: At Naval Air Station Pensacola, Fla., a Helicopter Training Squadron Eight TH-57A Sea Ranger is parked, awaiting the next student pilot to take her into the air.

FRONT COVER: A new safety series of interest to Navy personnel begins with this issue—see the extensive report on automobile tires, page 28. Front cover art by ALL HANDS artist Michael Tuffli.

BACK COVER: Also featured in this issue as our lead article is a report of USS Nimitz on her first major operations in the North Atlantic. Photos by JO2 D. M. Browne, USN.



# TASK GROUP 75



Left: Signal flags fly over the flight deck of the nuclear powered aircraft carrier USS Nimitz (CVN 68) for her commissioning. Above: The nuclear-powered guided missile cruiser USS South Carolina (CGN 37). Right: USS Seahorse (SSN 669).



The three ships of Task Group 75 (TG 75) got underway for North Atlantic operations in mid-August. Their mission was twofold: First, to operate together and gain experience as a fighting unit. Second, to allow the United States to demonstrate to its NATO allies and others the capabilities and flexibility of our maritime forces. In addition, it served as USS *Nimitz*' first extended operations into foreign waters, and as her first chance to exercise with other ships in extended ASW and AAW operations.

Although TG 75 isn't the first all-nuclear powered task group, it will serve as something of a model for the future. Two new nuclear powered carriers are under construction and other nuclear powered cruisers will soon join the large number of nuclear submarines al-

ready in commission (both U. S. and foreign). With that in mind, let's take a look at the three ships that comprised TG 75.

- USS *Nimitz* (CVN 68). Commissioned 3 May of this year, *Nimitz* is the largest and most powerful warship in the world. She is 1092 feet long, 292 feet wide and has a 95,000-ton displacement. Her two reactors can propel her at speeds in excess of 30 knots, and she can operate for 13 years without refueling. *Nimitz* has accommodations for 6282 persons, and her present crew consists of about 5000 officers and crewmen.

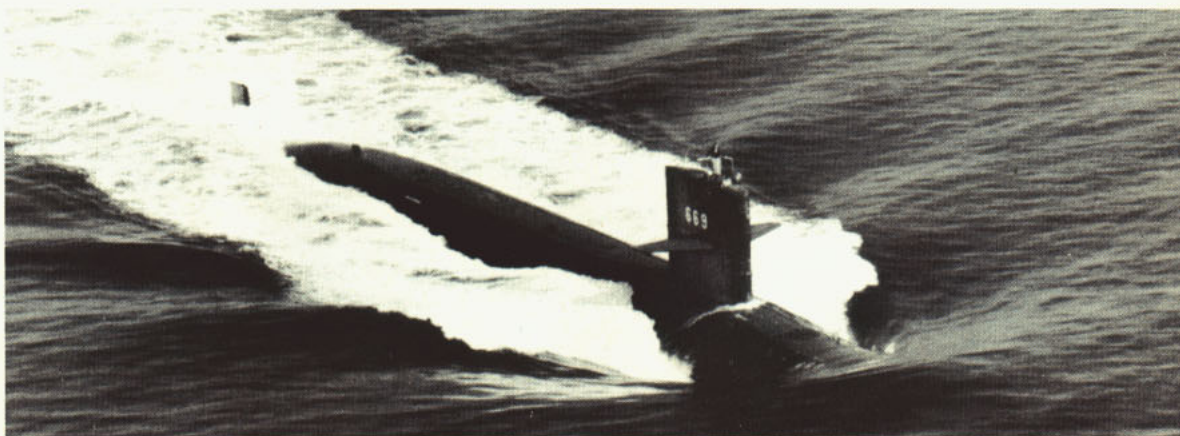
Embarked in *Nimitz* is a specially tailored air wing comprised of more than 70 fixed- and rotary-wing aircraft of various types, capable of conducting a wide range of operations including antisubmarine detection, fighter and tactical strikes against surface and land forces, air and electronic reconnaissance and defensive air support for task groups.

- USS *South Carolina* (CGN 37). Commissioned 18 Jan 1975, *South Carolina* is 596 feet long, 61 feet wide and displaces about 10,000 tons. Her propulsion plant moves her through the water at speeds in excess of 30 knots, and she can operate 10 years without refueling. Her complement is 545 officers and crewmen.

*South Carolina* is equipped with the most advanced sonar and antisubmarine weapons as well as *Tartar* surface-to-air missile launchers, two conventional 5-inch guns, *Asroc* launcher and four torpedo tubes. These provide a consolidated deterrent to attack from above, on or below the water. Additionally, she is capable of landing, servicing and launching helicopters.

- USS *Seahorse* (SSN 669). Commissioned on 19 Sep 1969, *Seahorse* is 292 feet long, 31 feet wide and displaces 3800 tons on the surface. Her propulsion plant propels her at speeds in excess of 20 knots and she can sail more than 100,000 miles without being refueled. She is manned by 12 officers and 108 enlisted men.

Designed as an antisubmarine weapons system, she is armed with torpedoes and *Subroc* missiles, and carries an advanced sonar system. Deep-diving and swift, *Seahorse* is one of the Navy's most effective antisubmarine weapons as well as a lethal weapon against hostile surface shipping.





## SAILING WITH

# NIMITZ on NAVAL OPS in



For a desk-bound sailor in the Pentagon, a chance to sail with an all-nuclear Navy task group in the North Atlantic was like copping one of the prizes in a national TV quiz show. Well, perhaps it wasn't as exciting as winning a new car and a bundle of cash, but it did set my head to whirling.

Task Group (TG) 75 comprised three nuclear-powered vessels, including the Navy's newest nuclear carrier, USS *Nimitz*. Task Group activities included independent and NATO operations, along with visits to Edinburgh, Scotland; Wilhelmshaven, West Germany; and Portsmouth, England.

The hectic, month-long deployment opened my eyes to life aboard the world's largest and mightiest warship. I witnessed, too, just exactly what goes on behind the scenes during an international naval exercise, at least from a crewman's viewpoint.

Like most Navy people, I had been reading about USS *Nimitz* for months—following her from keel-laying to launching, through commissioning. Therefore, I expected her to be big. But when I first saw her from the helicopter carrying me out from the Virginia Capes I began to doubt her size—from that vantage point she looked awfully small. However, once I was standing on the flight deck, no doubts remained about her immensity.

In this her first deployment, *Nimitz* operated as a unit of Task Group 75 along with USS *South Carolina* (CGN

37), a *California*-class nuclear powered guided missile cruiser commissioned last January, and USS *Seahorse* (SSN 669), an extremely capable nuclear submarine designed to attack other subs.

The task group left the Virginia Capes in mid-August to cross the Atlantic by way of Newfoundland and Iceland. En route, *Nimitz*, *South Carolina* and, later, *Seahorse* carried out numerous training exercises with each other and with various NATO ships.

"A primary purpose of the unique operation," said Admiral Isaac C. Kidd, Commander in Chief U. S. Atlantic Fleet, and NATO's Supreme Allied Commander Atlantic, "is to contribute to the understanding of NATO solidarity as a positive force for peace and security in Europe."

For the first three days, *Nimitz* and *South Carolina* steamed in close proximity. Most of the time, *South Carolina* was just visible in the haze on the horizon; sometimes she was completely out of sight. The cruiser was stationed as a picket, providing advanced warning to *Nimitz*, utilizing radar, sonar and electronic support measures. Thus, it was necessary for *South Carolina* to stay far ahead or behind *Nimitz*, to best use her sophisticated electronic sensors, and provide timely and accurate assessments of possible threats to the task group. Later in the trip we were shadowed by Soviet destroyers, and our guided missile cruiser was a welcome sight as she traveled close at hand. In the early part of the



# the NORTH ATLANTIC



operation the two ships carried out anti-air warfare training exercises—*South Carolina* practiced air interception, while *Nimitz* trained in air approaches and practice bombing.

Five days after leaving Virginia, *Nimitz* rendezvoused with *Seahorse*. In the days that followed, *Seahorse* was used extensively in ASW training.

*Nimitz* is the world's largest warship, and everything about her is big, almost incomprehensible. Her flight deck, for example, is about one-quarter of a mile long and about 250 feet wide, or about four and one-half acres. She weighs in at a fantastic 95,000 tons—that's 190 million pounds, equivalent to the weight of about 47,500 automobiles.

The ship has room for 100 aircraft, along with the machine shops, repair facilities and mechanics to keep them flying. Since she doesn't need fuel oil for her own engines, *Nimitz* is able to carry enough aircraft fuel to keep all of her planes going for many days of non-stop flight operations.

*Nimitz*' mess deck is one of the largest afloat. In 30 days at sea, the crew will consume some 300,000 eggs, at least that many pancakes, more than 80,000 pounds of meat and more than a few gallons of Navy coffee. She has over 6200 berths for the crew to sleep in, takes over a mile of mooring line to tie up and pays out around \$900,000 in salaries each month.

Once below decks, however, the feeling of bigness

disappears. Colors, compartments and passageways look like those on any other Navy ship and I almost forgot I was in *Nimitz*.

Unlike many other ships, however, the ride is smooth. Even when steaming through 12-foot seas there is very little movement, with only an occasional gentle roll. Every so often the deck would drop slightly under my feet to remind me I was in a ship at sea, but I could almost believe I was back in the Pentagon. Most of the time underway I had the feeling that she was standing still and the ocean was simply moving past her hull.

Adding to the sensation of being stationary was the almost total absence of noise. Generally, the only mechanical sound was the hissing of the air-conditioning except, of course, when jet aircraft were being launched or recovered.

I've never experienced anything quite like a jet fighter being launched from *Nimitz*. Perhaps the launch of an *Apollo* booster I once witnessed at Cape Canaveral comes closest. From the carrier's superstructure I heard the same unbelievably loud noise, and felt the same breath-hampering vibration against my chest. When an F-4J *Phantom* revved up to launch, the entire ship's superstructure buzzed. When the catapult shot the plane aloft and slammed to a stop at the end of the track, the 1092-foot long ship shuddered from stem to stern. It was an uncanny feeling.





Shortly before arriving in West Germany, Federal German Maritime Patrol aircraft flew over the task group, and provided a patrol for a Soviet escort that had been watching the ships. The following day, German F-104s allowed *Nimitz* to test her defenses by simulating an air attack. The attack also provided training for the German pilots.

Finally, 10 days after leaving the Virginia Capes, *Nimitz* anchored in Wilhelmshaven, Germany, for her first foreign port visit. *South Carolina* and *Seahorse* visited Bremerhaven.

### Wilhelmshaven

The weather was warm and balmy with blue skies and white clouds over the red brick buildings of Wilhelmshaven. Ninety per cent of the city is built of brick, as the high levels of iodine in the air tend to turn stone and mortar black.

The streets are mostly cobblestone, and the sidewalks seemed unusually wide to Navymen used to American streets (most streets in Europe have wider sidewalks for bicycles and small motorbikes). The houses are clean and fresh looking. Each has a small garden and the lawns are always neatly trimmed. Wilhelmshaven was quiet and peaceful, and the people were open, friendly and very helpful with language problems.

*Nimitz* crewmen were offered free tours of the city, which helped them learn their way around and see a great deal more than they would have just by walking.

Many American sailors took buses and trains to surrounding towns, while some rented cars and drove into the country farmland.

I rented a car that weekend to drive south into the hills and mountains. The country around Wilhelmshaven is flat and reminded me of the farming areas in Indiana. As far south as I traveled, to very small villages, Germans always stopped me and asked about *Nimitz*. It was as if all of north Germany had one thing on its mind—the great U. S. aircraft carrier then in Wilhelmshaven. Interest did prove high indeed, as some 40,000 Germans visited and toured *Nimitz* in the five days she anchored in Germany.

*Nimitz* and *South Carolina* again put to sea, escorted by German tugs and a small, bouncing fleet of family runabouts. The two nuclear ships then joined with *Seahorse* and seven ships of NATO's Standing Naval Force, Atlantic. Three days of anti-aircraft and ASW exercises followed, and *Nimitz* refueled a British frigate, HMS *Argonaut*, demonstrating the carrier's ability to supply conventional fuel to ships at sea. Actually, because nuclear carriers have no need for fuel tanks themselves, they have a greater capability than conventionally powered ships to store fuel for aircraft or other ships.

"The amount of planning," said CDR Caccivio, "was minimal for integration of the task group and the NATO forces, due to already existing standards and procedures for working together.

"That's a major feat," he added, "when you stop





to think about the incredible amount of planning that goes into anything we do in our Navy. Within a very short time, with very few messages and communications, we can integrate as many as 10 ships and operate in excess of 12 hours in the North Atlantic.

"That's very impressive, where everyone is a stranger and there are language barriers. It means we could do what we have to do when we're called to do it."

Following the exercises, *Nimitz* and *South Carolina* dropped anchor in the Firth of Forth, at Edinburgh, Scotland. *Seahorse* docked at Rosyth, 15 miles up the coast.

### Edinburgh

The Scots seemed happy that the weather was "normal" again after a long heat wave. But for American sailors who had just come from sunny, warm Germany, the cold rain and gray overcast could only be described as miserable. The weather grew so cold, in fact, that light snow fell one morning on Navymen waiting to go ashore, and on lines of Scots waiting to tour *Nimitz*. The night before, the weather had been so poor that liberty boats were secured and about 2000 crewmen spent a cold night ashore, billeted in some dated Army barracks.

Despite the poor weather, the beauty of Scotland helped me forget my numb feet. Edinburgh looks old and very traditional—a marked change from the modern buildings in Germany. The capital city is a skyline of

chimneys, and the smell of coal smoke hangs heavy in the air. The original building is the Castle, which is so old that it was *restored* in the seventh century. No one really knows just when it was actually built. Edinburgh has been the home of great authors and poets down through the ages, and it has been the subject of much literature. It has a look of history that draws tourists back year after year.

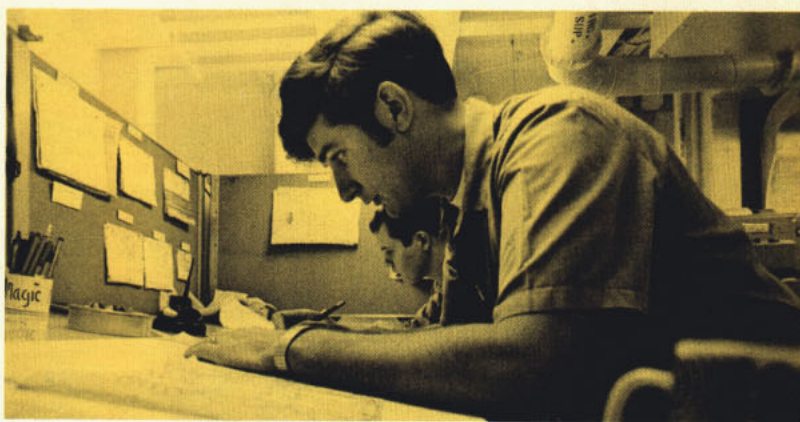
During the task group's visit, Edinburgh was in the middle of its International Festival of the Arts, which runs during August and September each year. Thousands of people travel from almost every country in the world to attend the festival, and many hotels are permanently booked years in advance.

Many *Nimitz* and *South Carolina* crewmen also attended two other very special events in Scotland—the Military Tattoo, and the Braemar Gathering.

The Tattoo is a kind of concert of military bagpipe and drum bands held at the castle. The event was a sea of spectators, kilts and pipes, and the whole city resounded with the music. This year's bands included the massed bands of the Royal Marines, the Pipes and Drums of the Australian Police, the Royal New Zealand Army Band and the Beefeater Band from Canada.

The Gathering at Braemar is an annual athletic event. Such competitions as pole vaulting, foot races and bagpiping were held, and the winners received money and a number of bottles of very good Scotch whisky. For the tug-of-war contest, *Nimitz* and *South Carolina* each fielded a team of burly sailors. In spite of their





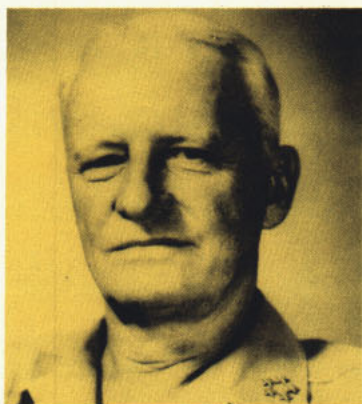
size, they lost to two highly trained and well-equipped British teams.

In the three days of liberty, Edinburgh opened its arms to American Navymen who will long remember the wailing bagpipes of the Tattoo and the misty,

cloud-covered mountains of Braemar.

*Seahorse* rejoined the two ships at sea, and four Royal Navy F-4 *Phantom* jets with support crews flew onto *Nimitz*. The British stayed with the task group for four days, practicing takeoffs and landings for re-

## FLEET ADMIRAL CHESTER WILLIAM NIMITZ



Fleet Admiral Chester William Nimitz, the man for whom CVN 68 is named, lived a career unparalleled in the annals of U. S. naval history. For outstanding

service to his country and the world he was given the highest honors, including the Gold Star in lieu of the fourth Distinguished Service Medal, decorations and awards from 13 foreign governments and honorary degrees from 19 American colleges and universities.

Chester W. Nimitz was born on 24 Feb 1885 in Fredericksburg, Tex. He graduated with distinction from the U. S. Naval Academy in 1905 and went on to serve in WW I as Chief of Staff to the Commander, U. S. Atlantic Submarine Force. Nimitz became a rear admiral in 1938 and, for the next two years, served as Commander, First Battleship Division.

In June 1939 he was appointed to a four-year term as Chief of the Bureau of Navigation (now called Bureau of Naval Personnel). Before the tour was completed, however, the Japanese attacked Pearl Harbor and Nimitz was appointed Commander in Chief U. S. Pacific Fleet. At the same time, in December 1941, he





Shipboard scenes in USS Nimitz. Photos by JO1 Chris Christensen, JO1 Merle Jacobsen, PH2 E. L. Causey and JO2 D. M. Browne. fresher training. CDR Caccivio remarked, "It's great that *Nimitz* can absorb the requirements to train and refresh the Royal Navy this easily. Even though they

had never landed on *Nimitz* before, the touch-and-goes were very successful.

To top off the training exercises, the task group met in the English Channel with ships of the Royal Navy and fighters of the Royal Air Force for a simulated battle at sea. The task group first opposed the Royal Navy ships, and then both navies joined forces against the Royal Air Force. *Nimitz* aircraft were granted permission to fly simulated bombing runs over southern England.

Success is the key word of Task Group 75's North Atlantic Ops. The three ships carried out every imaginable combination of training exercises. They operated with conventionally fueled NATO combatants and quickly integrated into one coordinated fighting force.

Following these exercises, the task group arrived in Portsmouth, England. It was cool and rainy, but the crewmen enjoyed the warmth of the famous English hospitality. They took tours around Portsmouth and trips to London. In Portsmouth harbor U. S. Navy men saw an example and reminder of naval tradition—HMS *Victory*. She is the oldest commissioned ship in the Royal Navy and was flagship for Admiral Lord Horatio Nelson at Trafalgar in 1805. The old ship of the line is completely restored, much like our USS *Constitution* at Boston.

I left *Nimitz* in Portsmouth, much impressed by her size, complexity and capabilities. The Navy I saw in my month on board is certainly a different Navy from that in the corridors of the Pentagon. My most impressive recollection was the thousands of sailors performing highly responsible tasks, and all working in harmony in *Nimitz*. It was clear that *Nimitz*' greatest strength was the 6000 men on board.

—JO2 David M. Browne

was promoted to Admiral.

As CinCPacFlt, Nimitz' command of the Pacific Ocean complemented the Southwest Pacific area command of General Douglas MacArthur and brought land as well as naval forces under his authority. Under his command, and the commands of his subordinates—Admirals Halsey, Mitscher, Turner, Spruance and Kinkaid—were fought the battles of Midway (1942); the Solomons (1942-3); the Gilbert Islands (1943); the Marshalls, Marianas, Palau and Philippines (1944); and Iwo Jima and Okinawa (1945).

During this period, in December 1944, he was promoted to the newly established rank of fleet admiral, along with Admirals Leahy and King.

Indicative of his leadership style was a memo he sent to Admiral Halsey during the war which said: "The Lord gave us two ends to use: one to think with and one to sit with. The war depends on which we choose—heads we win, tails we lose."

Also during that war he uttered what has become one

of America's most famous quotes: "Among the Americans who served on Iwo Island, uncommon valor was a common virtue."

On 1 Sep 1945, Fleet Admiral Nimitz was one of the signers for the United States when Japan formally accepted the surrender terms on board the battleship USS *Missouri* in Tokyo Bay.

Following WW II, Nimitz served as Chief of Naval Operations from November 1945 to November 1947. In December 1947 he was ordered to San Francisco for duty as directed by the Secretary of the Navy, and in January 1948 reported as Special Assistant to the Secretary of the Navy in the Western Sea Frontier.

Nimitz later headed President Truman's commission on internal security and individual rights, was named UN commissioner for India and Pakistan and served as a regent of the University of California.

Chester Nimitz' brilliant career ended with his death in San Francisco on 20 Feb 1966. His record is an inspiration to all who choose the Navy as a career.



# Checking Out With The

# FLEET TRAINING GROUP



Before beginning operations with a nuclear task force in North Atlantic waters, the Navy's second nuclear carrier, USS *Nimitz* (CVN 68), underwent training at Guantanamo Bay, Cuba.

During this time, members of the crew carried out exercises under the expert eyes of the Fleet Training Group (FTG), both at general quarters and condition watches. Training included flight deck evolutions, flight operations, communications, simulated strike operations, medical exercises, deck operations, navigation and ship control.

The Fleet Training Group ship riding team consisted of officers and enlisted men (1st class and chiefs) who rode with the *Nimitz* crew to evaluate the various evolutions.

During *Nimitz* at-sea periods in Gitmo, a nucleus crew from FTG was on board at all times and available for training and answering questions from 0600 to 2300. The *Nimitz* crew received high marks during the training and so did the FTG. Upon leaving Gitmo, *Nimitz* passed on a report praising the expertise of the Fleet Training Group and the thoroughness of FTG personnel.





Facing page bottom: Repair locker members review damage control drill. Top: A mock aircraft fire is set to test the crew's response. Clockwise this page: Underway replenishment techniques under scrutiny. Marine Phantom touches down. Below: Underway replenishment operations aboard USS Nimitz. Blips on the radar screen are analyzed. First aid drills on the flight deck.





# SAILORS OF TASK GROUP 75 JOIN IN SCOTTISH

High in the Scottish Highlands north of Edinburgh, where the air is chilled and bracing, Scottish "heavies" meet every August for the Braemar Games. This year, U. S. sailors from the world's newest nuclear task force had an opportunity to participate in the meet, one of the world's oldest athletic competitions.

This internationally famous contest annually attracts thousands of visitors from all parts of the globe. It has its roots in the traditional competitions which have persisted since the first clan chief called an assembly for the conduct of clan business, military exercises and hunting nearly two centuries ago.

Braemar, believed to be as old as Scotland itself, celebrated the games' 158th anniversary this year with 30,000 spectators. In attendance were crewmen from Task Force 75—USS *Nimitz* (CVN 68), USS *South Carolina* (CGN 37) and the attack submarine *Seahorse* (SSS 669).

Undoubtedly, the stars this year, as in the past, were the heavyweight athletes who effortlessly tossed 56-pound hammers, and the pipers and drummers who seemed to shake the earth with Highland marches. The men from Task Group 75, however, added a welcome touch of Navy competitive spirit to the tug-of-war event.

Two quickly assembled teams from *Nimitz* and *South Carolina* pulled against the highly trained teams of the Queen's Royal Guardsmen and the Royal Air Force. Although they lost, the Navymen's best effort gained them a distinction few can claim—participation in the "Scottish Olympics."

The tug-of-war competition is a comparatively new

American sailors of USS *Nimitz* and Task Group 75 had an opportunity to witness and to participate in the famed Braemar Games in the Scottish Highlands. On these pages are scenes of the colorful event. Below: Queen Elizabeth II and Prince Philip, with the Queen Mother and members of the Royal Family are greeted by two young lassies in tartan skirts.





# BRAEMAR GAMES

# OLYMPICS

addition to the gathering, but it is now one of its highlights. The sport calls for tremendous toughness, endurance and teamwork.

Although the rules are simple, the training is often complex for those who aspire to be winners. Some tie a rope around the base of a young tree and pull against the bending tree trunk to build their strength. Others prefer exercises involving weights and pulleys, gradually increasing resistance as they train. A well-trained team can often topple an opponent even though it is far outweighed. This fact alone prompts enthusiastic training before major events.

Another event, somewhat more traditional, is "Throwing the Weight." In this game, the real heavies compete by heaving a 28-pound ball as far as 80 feet. A good grip is essential so most contestants rub their hands generously with resin, but resin, alone, doesn't make the grip. Shaking hands with those Scots is like placing one's hand in an iron vise!

Other events include Vaulting the Pole, Long Leaping, distance running, Bagpipe Competition, Highland Dancing, Tossing the Caber and Putting the Stone.

On hand for this year's festivities were Queen Elizabeth and the Royal Family. They arrived in the afternoon and the cold rain which had been falling most of the day stopped, as if in obeisance to the royal guests.

The games ended about six o'clock. It had been a day of bagpipes and military marches; of strong young Scotsmen tossing heavy steel balls, hammers and 17-foot fir trees; and of women wearing Highland fashions and the men in kilts. The Highlands—a place where the snow falls year 'round and ancient castles still bear the marks of 18th century battles—treated players and spectators alike to an experience they are not likely to forget.

—Story by JO2 D. M. Browne







## USNS MISPELLION

# MSC FLEET OILER

*The transfer of selected Navy-manned support ships to Military Sealift Command for operation with U. S. Civil Service crews was designed to reduce Navy operating costs and to permit military skills to be put to use in other urgently needed areas. Here, the master of one of these MSC-manned vessels talks about the program, his ship and crew and the job they are doing.*

"When a customer pulls away from my ship, I want him to be completely satisfied. I want him to have all of the services I can provide." So said Captain Gottfried C. Krull while talking about his job as Master of the Military Sealift Command (MSC) Fleet oiler USNS *Mispillion*. The ex-U. S. Navy oiler was turned over to the MSC in July 1974 and is currently operating in support of the Seventh Fleet.

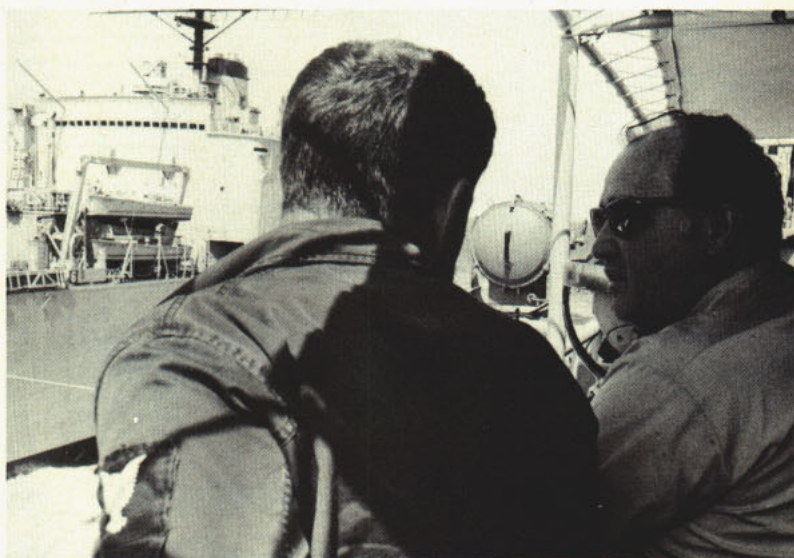
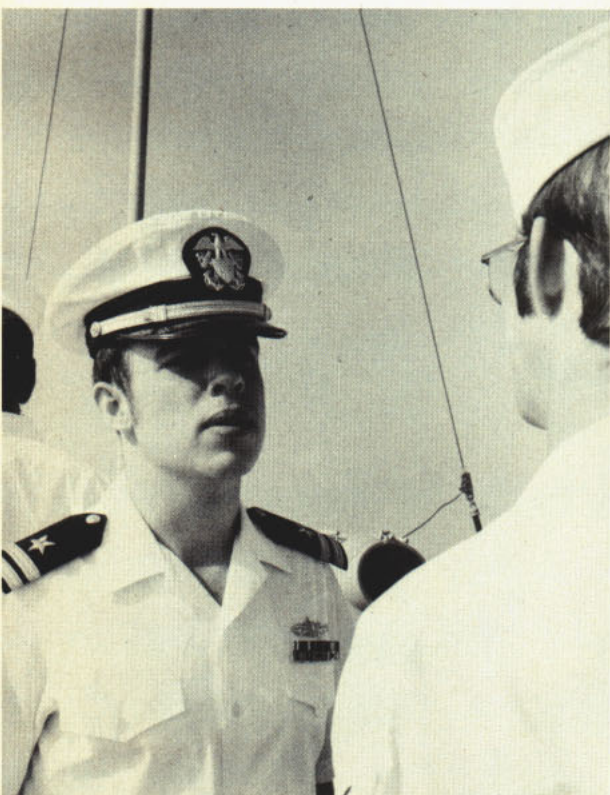
"I think this is an excellent program and so far it is working very well," Krull said. "There have been a few problems, but you have to expect that when you start something new. So far, we've run into nothing that we couldn't handle."

*Mispillion*, commissioned in 1945, is a "jumboized" oiler, that is, she was cut in half and had an enlarged midsection added to increase her cargo capacity. She currently operates with a 108-man Civil Service crew, plus a 16-man Navy detachment to operate her communications equipment and provide liaison with Fleet units. As a Navy ship she carried a 285-man crew.

"We can do our job with fewer people, and overall, we can do it with less cost to the Navy," Krull said. When a ship like *Mispillion* is Navy-manned, it is considered a warship, which calls for a weapons department. A Navy-manned ship also requires a self-contained unit with its own administrative department. Then, with a Navy crew, you have to consider the Navy training pipeline, rotation and things like that.

"These factors don't apply to a civilian crew," he continued. "We are out here to pump fuel—that is our entire job. My men have been trained to handle two and sometimes three different jobs, so we don't need as many people. The only time we really have to come into port is when we need another load of fuel or when we have maintenance problems we can't handle at sea. These ships are economical when they are at sea. Right now, MSC-manned tankers generally put in more sea time than Navy-manned tankers."

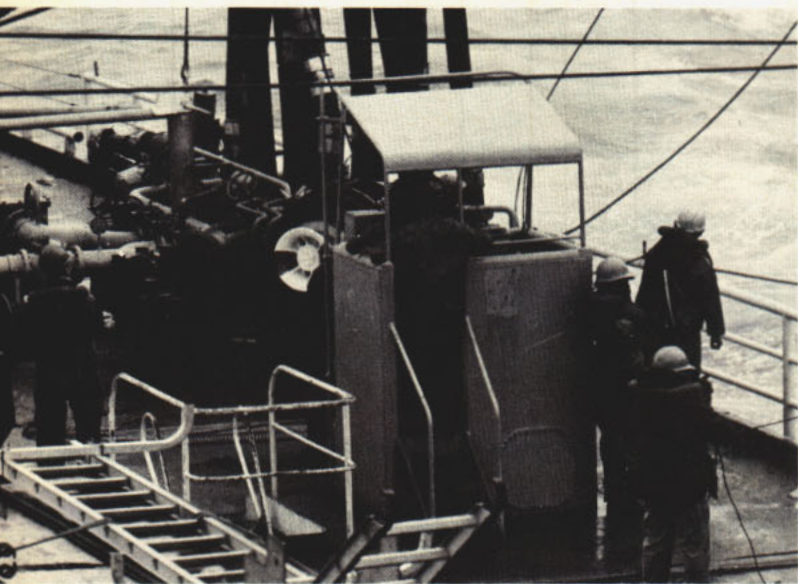
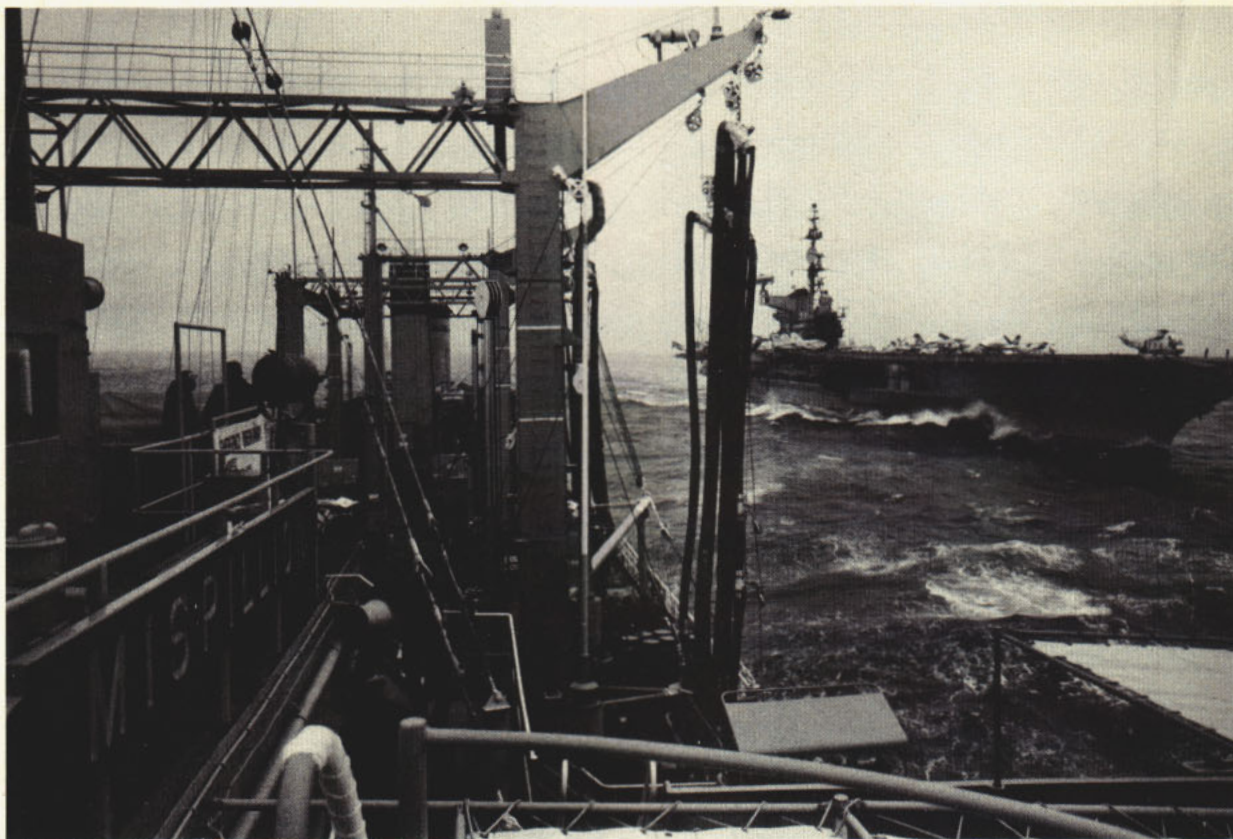




Facing page top: Military Sealift Command fleet oiler, USNS Mispillion, refueling Navy ships in the western Pacific. Middle: Mispillion crewmen at refueling stations. Bottom: Crewmen secure a refueling rig. This page top: Mispillion preparing to replenish the guided missile cruiser USS Worden (aircraft carrier USS Midway is at right). Left: Navy Lieutenant Daniel D. Edwards, officer-in-charge of the USNS Mispillion military department. Above: Captain Gottfried C. Krull, Master of the Military Sealift Command fleet oiler USNS Mispillion, with a member of the ship's military department.



# USNS MISPELLION



Top: USS Midway comes alongside to take on fuel. Above: A fueling station manned and ready. Right: A member of the military department aboard USNS Mispillion makes adjustments to the ship's communications equipment. Facing page top: Communications via flashing light during underway replenishment. Middle: The first mate keeps an eye on the compass during replenishment operations. Bottom: A destroyer takes green water as she comes alongside USNS Mispillion.





A stocky, blunt-spoken, energetic man, Krull has been sailing in U. S. government ships for 31 years.

"In 1944," he recalled, "I was waiting to join the Army as an air cadet. A couple of friends were sailing with the Army Transport Service at the time and talked me into taking one trip. I've been with it ever since. I sailed with the Army Transport Service until 1950 when the Military Sea Transportation Service, now MSC, was formed, and I've been with the organization ever since."

Krull has sailed in nearly every type of government ship in existence. His experience ranges from oceanographic research ships to break bulk cargo vessels to troop transports to hospital ships, which he sailed during World War II. His first contact with MSC's Navy fleet support mission came in May 1973 when he spent a month aboard the first MSC-manned tanker, USNS *Taluga*, as an observer. He took command of *Taluga* on 15 Jun 1973.

"I like the job," Krull said, "and I like the responsibility. The hours are longer because I have to spend more time on the bridge [of *Misspillion*] than I did on my other ships, but that's part of the job. Also, I have good people aboard this ship . . . well-trained men who know their jobs and work hard. That's the biggest part of success in this operation right there."

Although *Misspillion* is an oiler, she will be supplying other support for Fleet units under the "mini-multi support" concept.

"When we go out on special missions, we'll probably have two or three conex (storage) boxes aboard, one of which will be refrigerated," Krull explained. "We'll carry ship's store items and some food supplies. This is primarily for auxiliary operations. We can tide over the ships that we refuel until they reach a port or a regular supply ship."

For 25 years, the Military Sealift Command has provided a vital link in the logistics support chain for the Navy and the Department of Defense throughout the world. Now, with the advent of the direct Fleet support program, a new dimension has been added to the command's mission and if the performance of Captain Krull and his crew is any indication, it is here to stay.

—Story and photos by JOC Dan Hansen





'... Where Hearing

is Seeing ...'



# SUB HUNTERS

Within the sea, hearing is seeing.

Two hundred miles off the Virginia coast, the P-3 *Orion* continues its patrol, searching for potential enemy submarines.

Wednesday, 0910: Suddenly, radar blip. "Bearing 090, ten miles." The *Orion* banks and heads for the contact area.

0916: The cause of the radar echo—a submarine. Its position, heading and speed are reported to the headquarters of Commander in Chief, Atlantic Fleet, in Norfolk. The headquarters staff knows the exact location of every friendly sub in the Atlantic. The new contact is added. The data is relayed to a carrier near the contact area. The order—proceed and investigate.

The order is received aboard the carrier. The task force commander's first problem is time. His planes will arrive over the target's estimated position an hour and 20 minutes after the sub was first sighted.

"Altimeter, 29.94 . . . ." The carrier's ready rooms. The aircrews learn about the contact area 80 miles away: cloud cover, visibility, air and water temperatures, search procedures.

"On the flight deck, remove all tie-downs, wheel chocks and loose gear. Stand by to launch aircraft."

Moments later, S-2 *Trackers* are catapulted from the carrier's flight deck and make their way toward the contact area. They will soon be joined by SH-3 *Sea King* antisubmarine warfare helicopters. Data collected about the target will be channeled through the carrier's combat information center (CIC). All reports go there

for immediate evaluation. Command decisions depend on a total, up-to-the-minute picture.

1035: CIC receives a message from the S-2s. They are over the sub's estimated position and are swapping data with the P-3. The original contact has been lost. They must regain it.

The *Trackers* try a sonobuoy. After entering the water, these detection devices lower a hydrophone and raise an antenna. In a quiet sea they can pick up and broadcast a target several miles away. This moment—no target.

Throughout the search, the S-2s also use magnetic detection gear (MAD). Radar is useless against a submerged target. A sensing device in the tail boom of the *Tracker* will detect large, metal objects fathoms below, be they subs or sunken wrecks. Nothing yet.

1110: The helicopters join the search. They combine moderate aircraft speed with the ability to hover over a target area and dunk a sensitive sonar ball. Unlike a ship's sonar, the ball is free of surrounding, man-made noises. But this morning, its pulses find nothing. The *Sea Kings* try several areas. Still no contact. Every antisubmarine warfare mission demands patience, determination, more patience.

Above: A pilot of Helicopter Antisubmarine Squadron Five (HS-5) keeps his aircraft positioned in lifeguard station as flight operations are conducted aboard USS *Independence* (CV 62). Facing page top: A crewmember of HS-5 checks a squadron SH-3D *Sea King* helicopter. Middle: Two HS-5 crewmen man the fuel line as their *Sea King* helicopter takes on fuel from the frigate USS *Elmer Montgomery* (FF 1082). Bottom: An HS-5 pilot at the controls.





Miles away from the search area, the submarine moves about on the ocean's surface. It has evaded the planes for two hours. What are the prospects now?

Meanwhile, the *Trackers* widen their search. Spook—an unidentified surface contact by radar. Possibly a sub. By the time the *Trackers* reach the estimated contact position there is no trace of the target.

"Pilot, radar. Spook became sinker, five miles."

Now the hunters concentrate on magnetic detection. "MAD man, MAD man."

An S-2 has a contact that classifies the object below as a submerged submarine. It also reveals the sub's direction and approximate speed. Twelve minutes later, the contact vanishes again. Sometimes this game of cat and mouse is played for hours, even days.

The helos' time is running out. They can stay on station only half as long as the *Trackers*. A second relay of *Sea Kings* from the carrier must relieve them.

1320: The skipper of the sub decides it's time for another look around. He has his boat brought to periscope depth.

Aboard the helo. Spook—another radar fix. Target five miles.

"Bogey upstairs. Go deep, all ahead."

Too late. The helicopters are not far off. They swoop down on the area and lay a pattern of sonobuoys as they follow the ocean's surface.

The carrier immediately begins picking up signals which give the sub's exact location. The information is relayed back to the SH-3s. As the data comes in over the ultrahigh-frequency channel, the *Sea Kings* again descend. They level at 150 feet and turn to the wind. They drop to 45 feet where they hover and drop their sonar.

For several hours the submarine contact is held. Then the sonar echoes become confused. Above, they wonder. Seaweed? Fish? A wall of cold water? All will affect the signal. The confusion of echoes gives the sub time to escape. The carrier is informed that all contacts are lost. The hunt begins again.

Hours later the sub takes advantage of nightfall to take on the fresh air it will need to stay down the next day. "Commence snorkeling, commence snorkeling."

The task force covers a wide area. Strategy pays off. An S-2 gets a fix and reports it to the carrier. "Radar contact bearing 210 degrees, seven miles from original datum."

A destroyer has since joined the airborne subhunters. In the morning, sonar technicians aboard the tin can are still listening to the sub below.

Below, they listen to the hunters above. The sub didn't have time to take on sufficient air for an extended stay under the surface of the sea. The breath is now being literally forced out of it.

Thursday noon: The sub hunters have held the boat continuously for more than 16 hours. Below, men and batteries are exhausted.

1350: Over 20 hours after the sub was first sighted, another hunt is over. In wartime the target would have been destroyed. But this target was an American sub assigned to test antisubmarine warfare units. One skill was used to sharpen another in this prearranged ASW exercise.



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# Visit with a Flag Waver

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"Signal in the air. Man your bags," cracks through the air and electrifies the quiet signal bridge into a beehive of precision activity.

Shirtless Navy signalmen perspiring in the high-noon tropical sun scramble into action and rapidly pull brightly colored signal flags and pennants from tightly packed flag bags.

"Corpen zero nine zero!" shouts Chief Signalman Richard D. Jones as he peers intently at the replenishment ship through powerful binoculars.

"Get the lead out and get that signal in the air! Do you guys want that oiler to think the flagship has a bunch of strikers for signalmen?"

Perched high in the superstructure, 40 feet above the flight deck of USS *Okinawa* (LPH 3) Chief Jones, staff signalman for Commander Amphibious Squadron One, speaks proudly about his rating. "Visual communication is the first form of nautical communication and a visible voice of command."

Signalmen must develop the ability to send and receive messages and recognition signals by flashing light, semaphore and flag hoist. In addition to maintaining their visual signaling equipment, they become expert on the proper display of flags and pennants, national ensign during gun salutes, and honors and ceremonies.

Acknowledging that high-speed teletype and radio voice communications handle the bulk of Navy communications, the chief quickly countered, "That's right, but in many instances, flag hoist, semaphore and flashing light are a much wiser choice for inter-ship communications."

He pointed out that during wartime or periods when ships must travel undetected, they are often prohibited from using electronic equipment because enemy listening devices can pinpoint their location.





"Man, that's when we're really busy. But the more work you give a signalman the happier he is," he continues. "There's a lot of competition among signalmen and all of us think we're a little better than that 'skivvy waver' in the next ship."

Playing the devil's advocate, I prodded him with a barb by suggesting that visual signaling was a dying art.

He reacted as expected as his face reddened and his temperature appeared to rise. After a silent pause, he blurted out, "I don't agree with that, at least not on this ship."

Then referring to his boss, Captain Robert N. Congdon, Commander Amphibious Squadron One, Jones said, "The commodore is really hot for tactical maneuvering by flag hoist and flashing light."

Commodore Congdon supported the chief. "We've found that we're capable of maneuvering this task group faster by flag hoist than we can by radio messages." He added that he even witnessed a first in his career. "We conducted an entire underway replenishment—eight receiving ships and two replenishment ships—going from 0500 in the morning until 1600 in the afternoon without using one single radio transmission." Then with a smile, "In my opinion, that's a real achievement."

Chief Jones chimed in with some statistics. "Last month, we handled over 800 flashing light messages and 425 flag hoists. I can't imagine how many semaphore messages and informal 'talk between ships' type messages were sent out."

I interrupted, "O.K., I believe. I believe. Now tell me how skivvy waving really got its name."

—Story by LCDR Tony Demarco

—Photos by PHC Don Hays and LCDR Demarco



Far left: Sending a message by semaphore from a perch high in the superstructure. Top left: Chief Signalman Jones makes selection from the flag bag. Top right: A wide-angle view of the signal bridge of USS Okinawa. Above: Flashing light in use.





# A Visit With The NAVY

Some single sailors are fond of kidding Navy "brown baggers" by saying, "If the Navy wanted you to have a wife, they would have issued you one." The Navy wife, however, issued or otherwise, is a vital part of the Navy family. As such, she needs to keep abreast of what is happening in her husband's career field and needs to have an outside interest for those days, weeks and months when he's deployed. The Navy Wives Clubs of America (NWCA) fills these needs and much more.

Founded in 1935 and chartered in 1936 with Navy wife Ethel Lyn Green as first president, NWCA has become the country's only national organization chartered specifically for wives of enlisted Navy, Marine Corps and Coast Guard members.

With chapters stateside and overseas, NWCA is guided by a National Board, elected annually and consisting of a president, vice president, secretary, treasurer and five regional presidents. In addition, 13 national chairmen are appointed annually to coordinate specific project areas. Among these are two goodwill ambassadors, one each for Europe and the Pacific. These two posts were established to foster stronger lines of communication between overseas clubs, assist members being transferred and advise clubs on special projects involving host country nationals.

In carrying out her many duties, today's NWCA national president, Barbara Howard, is a letter writer who may petition the commandant of a naval district or some local chamber of commerce for support whenever a



Left: Navy wives provide reading material for hospital patients. Above: A Navy wife makes a friendly visit to some elderly shut-ins. Facing page top: A Navy nurse demonstrates the care of infants for expectant Navy wives.



# WIVES CLUBS

## Of America





## Navy Wives Club



new member club is formed. She represents NWCA at official functions, votes on recommendations submitted to the national board, helps plan conventions and makes official calls on those in a position to promote NWCA programs.

Mrs. Howard recently attended a Secretary of the Navy briefing in Washington, where she met with the Chief of Naval Operations, Under Secretary of the Navy, Deputy Chief of Naval Personnel and several other high-ranking Navy, Marine Corps and Coast Guard officials. President Howard spoke to each one about some problems facing military families today. Subjects discussed included housing, medical facilities for dependents, CHAMPUS benefits, dental care legislation and commissaries.

NWCA has many ways of helping people. One project in which all members take an active part is the NWCA Scholarship Foundation. Established in 1952 with two \$400 grants, this foundation now makes 17 annual awards of \$600 each. These funds are designed to help pay college and vocational training bills for children of Navy, Marine Corps and Coast Guard enlisted men on active duty (see box).

NWCA also sponsors several educational activities, such as lectures, films and reports. Some of the topics covered include: CHAMPUS, legal affairs, housing, seapower, fire hazards, career counseling, home economics, safe driving, energy conservation, cancer, Red



Cross lifesaving, survivor benefits, commissaries and exchanges.

In addition, NWCA issues a monthly mimeographed publication entitled Navy Wives News. Designed to keep the entire organization abreast of other club activities, it contains a wealth of information, including letters and tips from each national officer and national chairman, reports on pending legislation of interest to Navy wives and information from the Navy/Marine Corps Council in Washington, D. C., Navy Wives News also carries a special column, "Members on the Move," which assures a welcoming committee for an NWCA member and her family at the husband's next duty station.

As explained by the national president, NWCA is an organization with a sense of responsibility, an appreciation of civic duties and enjoyment of camaraderie, mixed with a pursuit of knowledge. One could say it is an energetic group, as evidenced by this random sampling of NWCA activities last year:

- Worked with civic groups screening children for amblyopia (lazy-eye blindness).

- Collected redemption-type coupons which were traded for a kidney dialysis machine and minibus. These items were then donated to a hospital and orphans' home, respectively.

- Served as volunteers for Red Cross, Navy Relief, Wifeline (D. C. area), Mental Health Agency, Muscular Dystrophy, March of Dimes, Heart and Cancer Fund drives, Tuberculosis Association and many others.

- Took part in Navy Day, Memorial Day, Loyalty Day, Veterans Day, Armed Forces Day celebrations and worked with base and civic leaders for the Bicentennial.

- Sponsored and worked with civic groups to educate people against child abuse, drug abuse, alcoholism, etc.

The donation of time, money and materials was and continues to be endless. NWCA constantly strives to make things just a little bit better for everyone.

Mrs. Howard feels that wives today play a very important part in the lives of the men and have become a definite "retention factor." She stresses that NWCA not only wants to see wives happy and content, but also proud to be partners with men serving their country.

She explains that some husbands consider a club such as NWCA as merely a "coffee clutch." They fail to see the added value their wives could be to their careers if allowed to participate in NWCA activities. In the words of Mrs. Howard, "We might find time to clutch that coffee cup . . . while we offer the hand of friendship and our time for helping others."

A Navy wife for 18 years, Mrs. Howard has been active in NWCA activities for nine years. She says, "I only wish I had been affiliated with the organization when I was a new Navy wife." For her, "NWCA" spells more than Navy Wives Clubs of America; it spells satisfaction in being informed and knowing whom to take a problem to when one exists.

NWCA's motto is: "They also serve who stay and wait." Members of this group find that involvement in worthwhile base and civic activities fill that motto "to a tee."

## NWCA Scholarships

The following eligibility requirements govern the award of NWCA scholarships to children of Navy, Marine Corps and Coast Guard enlisted men on active duty, retired with pay or those who have died while on active duty or in retirement:

- Applicants must be graduates of accredited high schools (or equivalent) or qualify for graduation before the beginning of the academic year for which scholarship is sought.

- Applicants must have "reasonably sound" scholastic standings, be physically capable of completing studies and be of good moral character.

- Individuals selected must be in need of financial assistance to further their education.

- Students already in college may apply.

Scholarship grants may be renewed if the student's work is satisfactory. For applications, write to the Chief of Naval Personnel (Pers-73), Navy Department, Washington, D. C. 20370, or to the secretary of any local NWCA chapter.



Facing page top: Members of NWCA, New Orleans, are given a lesson in the use of fire extinguishers. Bottom: NWCA sponsors the NAS New Orleans, La., annual Easter Egg Hunt for youngsters. Above: National President of Navy Wives Clubs of America, Barbara Howard, wife of AMS1 B. J. Howard.



## TRANSACTIONAL ANALYSIS

# What's That?

"Have you finished painting the deck?"

"Look, I'm working on it. Who do you think I am, Superpainter? Leave me alone and I'll get it done, OK?"

These two are heading for a big argument, hard feelings and probably a ruined day. It doesn't need to be. If the painter had taken a few seconds to think about the question he might not have been so hardheaded. He could have replied, "Not yet, but I should have it finished by chow." That response would have diverted a lot of trouble.

We've all been in similar situations. Getting along with others under the pressures of daily living is sometimes difficult, and the added pressures of many people in close quarters on board ship make getting along even more difficult. How can one cope with it all?

In 1957 a psychiatrist named Eric Berne revealed his solution to the problem. The concept he formulated is called transactional analysis or, more commonly, TA. It is a simple, straightforward way of dealing with life which is expressed in common, everyday language. In the past several years TA has become extremely popular with dozens of books, films, lecture groups and TA classes sprouting up across the country.

Basically, TA states that each of us has three distinct individuals registered like tape recordings within our brain. The individuals, or ego states, are called the Parent, the Adult and the Child. They begin to develop at a very early age and remain with us all our life.

These tapes are not simply memories, but are real feelings of past experiences, events, places and people which are recalled and which govern our actions. When we respond to others we often call forth hostile memories of similar situations and think and act (come from the ego state) as our memory tapes dictate.

But, we don't have to be slaves of the past. By being aware of our feelings we have the power to stop the instinctive response of one ego state and force ourselves to respond from another or more appropriate one. We may not be able to change our personality or our feelings about the situation, but we can control our reactions to it. In that way we can make a potentially hostile exchange become friendly and productive.

TA is now being used by psychiatrists, psychologists and other professionals to treat the mentally ill and is applied in fields such as alcohol and drug rehabilitation, marriage counseling, race relations and education. With its simple concepts and common language, TA can be used successfully by anyone in his daily life at home, in business and other social situations. With the peculiarities of their environment, Navy men and women have many opportunities to put TA to work for them.

One such Navy situation is living in the confined quarters of a ship at sea. All too often the rigors,

boredom and restrictions of shipboard life lead to personality clashes and flaring tempers. Why? Because otherwise Adult men sometimes allow an inappropriate memory tape to play under the stress.

Anyone who goes to sea knows, for example, that getting up for midwatches is going to be part of his routine. Generally, the fact is accepted and everyone tumbles out with no complaints when his turn comes. Occasionally, however, you'll hear a man who is awakened for a midwatch let loose a stream of abuse aimed at the poor seaman shaking him out: "Why did you wake me five minutes early?" "You don't have to shake me so hard!" "Don't shine that d--- flashlight in my eyes!" And so on. There you have it, he's slipped out of his Adult and into his Parent.

Sure, nobody likes to be awakened in the middle of the night to stand on a cold, wet bridge wing for four hours, but that's the name of the Navy game and he knows it. If he'd taken just a moment to get his head together he would have turned on his Adult tape, gotten up with no complaint and not have hassled the innocent seaman.

How many times have you been upset by a leading petty officer telling you to get a haircut? Well, there's your Child ego coming through. "He can't tell me how

## TA - A TYPICAL

*An Outsider may think that a transactional analysis (TA) group is, in reality, nothing more than a seance in which spiritualists communicate with the unknown. Such is not the case. It's a discussion group in which the members probe the meaning of one's inner drives and emotions, along with the feelings one may have towards spouse, job or surroundings.*

*What's a typical transactional analysis meeting all about? To gain an insight, read on. The following is an outline of a typical meeting—*

A dozen people sit in a circle talking. Not long ago they were strangers, now they feel they've become close friends. These Navy men and women and their dependents are part of an East Coast transactional analysis (TA) discussion group organized by their base chaplain. They have been meeting one night each week to watch a film (an eight-part series entitled "Learning To Live"), to discuss what they've seen in terms of their own lives, and to learn the methods of TA.

The group, mostly married couples, have become relaxed in each other's company. Their discussions cover personal problems, their families, themselves, friends, their job, and military life. Often, very deep personal feelings are expressed, sometimes to the surprise of spouses. During the discussions they take a real interest in others in the group, help them solve problems and, through the guidance of the chaplain, learn the concepts of TA.

One film, for example, deals with feelings. The chaplain, or group facilitator as he is called in TA parlance, leads off by asking each participant to recall an incident during the past week that made him angry.

One woman recalls how she became angry at her husband for not fixing a broken table leg. Another person recalls how he became angry at an officer for



to wear my hair." "Why is he picking on me?" "Doesn't he have anything better to do than go around bugging people?" Before you cut loose, stop and compute all the data. Remember that the PO is just enforcing the regulations we all agreed to abide by when we signed on the dotted line. Analyze the regulation and you'll remember it was made for a reason.

By doing this you can turn on your Adult tape and avoid a lot of trouble and hard feelings. If you don't think you need a haircut, go ahead and discuss it on an Adult level with the PO, but simply to think he is giving you a hard time because he enjoys it is childish.

That brings up the question of leadership. Military leadership is, unfortunately, often strictly a Parent-Child relationship. "I outrank you, therefore I am the Parent and you are the Child. You will do as I say!" Children have a natural tendency to rebel against parents, and anyone who is treated like a child will act like one. The job may get done, but it isn't leadership!

On the other hand, just because an order is given doesn't always mean it's patronizing. The one receiving an order, or any personal communication, can accept it as coming from whatever ego state he wants. How he takes the order and which tape gets turned on depends on him. He, not the order giver, determines

## GROUP SESSION

giving him a job he didn't think he should have had.

Zeroing in on one individual, the chaplain asks, "How did you react to your division officer's order? Did you deal with the feeling right there on the spot, or did you save the feeling like trading stamps to be cashed in later?"

The group's attention focuses on the situation. Everyone tries to discover how and why the person reacted as he did, and how he should have reacted.

More questions follow: How can you deal with these stamps? When the situation occurred, did you ask yourself, "How do I feel about this?" Is it an old feeling? Have you felt it before? Where; with whom? Did you react to this situation over the job, or to some other situation in the past? Which ego state did you come from, the Adult, Child or Parent? How can you get rid of these old feelings in order to deal with the here and now (or, are there any stamps you should burn)?

As the discussion proceeds each person has his own moment of anger in mind. By working on one particular problem, they are also working on their own. At the same time they are also learning the language and methods of TA. Ultimately, the laundry is hung out to dry and they reach the adult conclusion that we should try to deal more straightforwardly with the feelings we have about the situation at hand.

Through the other TA films and similar weekly group discussions these people are discovering some basic problems in interpersonal relationships. They are increasing their awareness of the power and potential for self-direction and seeing ways to change unwanted patterns of behavior in order to achieve more honest and fulfilling relationships. They are, in short, learning to live—and it's an exhilarating feeling. It's also the whole point of studying TA.

if the transaction is to be agreeable or not.

Leadership doesn't have to be a Parent-Child relationship. The leader should say "This needs to be done, here's why . . ." He should remain open for discussion and then let the person do the job in his own way. The person receiving the order will, then, more readily accept it as an Adult and, to the surprise of some, get the task done quickly and correctly.

In what we call a combat situation it seems reasonable that the Parent-Child type of leadership is necessary. But is it? There isn't time to explain the whys or wherefors of an order, of course, but if the order recipient is in his Adult, as he should be, he will accept the order and act on it without question because he understands that's the way it has to be.

The effect the Navy has on our personal lives can also be made more comfortable through effective use of TA.

When a man returns from a deployment, for example, the relationship between him and his wife is all candy and flowers—until he learns she has dented the car's fender and overdrawn the checking account. His first inclination probably will be to come on as a Parent and lecture her on the merits of safe driving and careful bookkeeping. But, if he takes a closer look at the situation he may realize she has had a hard time of it during his absence—the kids were sick, an unexpected bill came up, the refrigerator broke down and a rumor spread that his ship had been extended at sea. She's been a nervous wreck, and his Adult should tell him that things aren't so bad, it's good to be home and to go easy and help her work it all out.

TA is an effective method of learning to live with people by solving disputes before they begin. The Parent-Adult-Child aspect of TA is just a portion of the whole concept. It also deals with topics such as time structures, personal feelings, psychological games and life scripts. The method can work for anyone, and there is a definite place for it in the Navy. Perhaps transactional analysis should be taught in some of the Navy's training programs.

In any case, the next time someone asks if you've finished painting the deck, take a moment before answering to get into your Adult. Everyone will be happier if you do.

—JO1 Tom Jansing

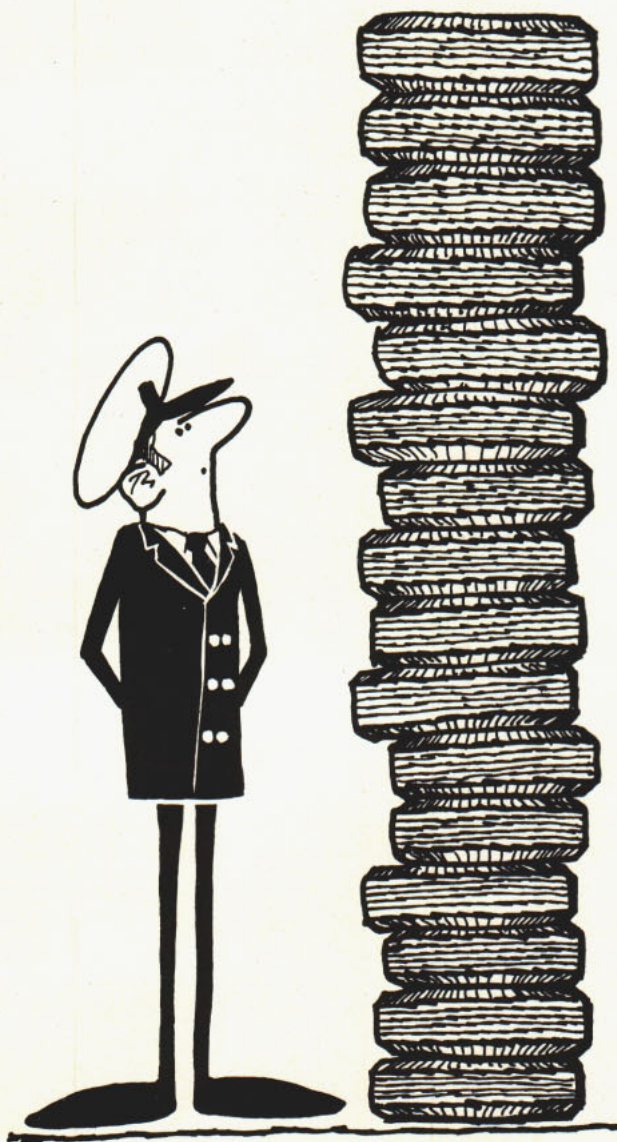
## Interested ? Read on . . . . .

The following books are suggested reading for anyone interested in learning more about transactional analysis:

I'm OK—You're OK, by Thomas A. Harris  
Study Guide for I'm OK—You're OK, by Richard Blackstock  
Born to Win, by Muriel James and Dorothy Jongeward  
Games Alcoholics Play, by Claude Steiner  
What Do You Say After You Say Hello, by Eric Berne  
TA Made Simple, by Claude Steiner  
Sex in Human Loving, by Eric Berne  
Transactional Analysis in Psychotherapy, by Eric Berne  
Introduce your Marriage to Transactional Analysis, by Leonard Campos and Paul McCormick  
Success Through TA, by Jut Meininger  
How to be Your Own Best Friend, by Bernard Berkowitz



# WHAT EVERY SAILOR SHOULD KNOW ABOUT TIRES



When you entered the Navy you were told that you had joined an exclusive traveling society. What you may not have been told was that much of your future travel would be with you in the driver's seat and on your own set of wheels.

Navy men and women generally rack up about 15,000 miles a year in their personal autos traveling to and from the job, on leave and while executing orders. Much of the travel is completed under pressing schedules to meet certain time frames such as reporting and arrival dates.

A lot of thought is given to the maintenance and care of one's vehicle to avoid breakdowns and accidents, making sure that the car won't overheat on a lonely stretch of highway and that the brakes—among countless other things—will operate, especially in an emergency. However, when it comes to tires, most of us are prone to give them merely a passing glance, along with a kick or two—all amounting to a 20th century ritual akin to a medieval good-luck charm or potion.

Tire care demands much more. Those four-foot-long lengths of tire touching the pavement constitute your car's only contact with terra firma. To put it another way—four strips of rubber are all that separate you from eternity.

This doesn't mean that tires account for most of today's vehicular accidents—on the contrary. According to a massive study by an Indiana University research group for the Department of Transportation, 83.2 per cent of automobile accidents are caused by "human factors," or driver errors. That lets tires off the hook in more than four out of five accidents. Fact is, vehicular factors—brakes and tires—caused only 4.2 per cent of the 1305 accidents covered in the study.

In the accidents where tires were involved—underinflated or bald tires were found to be the cause. Properly maintained tires were not factors in any of the mishaps



and, interestingly, neither tire nor wheel failures (due to manufacturing defects) figured as even possible causes.

Investigators said their findings ("Tri-Level Study of the Causes of Traffic Accidents") support anti-bald-tire regulations as part of regular state inspection procedures. To date, 36 states and the District of Columbia now require a minimum tread depth of 1/16-inch, while California mandates a 1/32-inch minimum.

Federal law backs up tire safety by requiring "treadwear indicators" or "wear bars" to be built into all

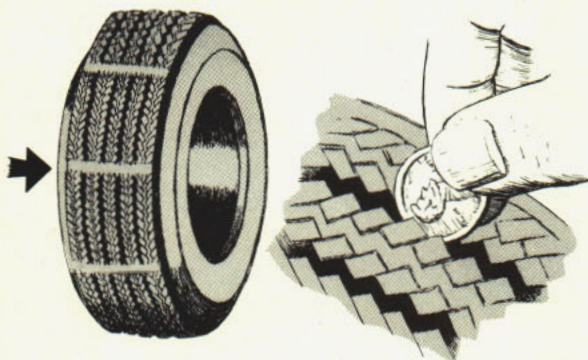
tire with Lincoln's head down. If the top of Lincoln's head shows above the tread, the tire is worn below the minimum requirement. Tires with "treadwear indicators" showing and those flunking the penny test" greatly increase your chances of having a serious accident. In fact, such tires worn past the 1/16-inch level are up to 44 times more likely to suffer disablement than new tires through flats and blowouts.

On wet roads, tires with adequate tread depth funnel water through the grooves, leaving rubber—those vital foot-long pieces—in contact with the road. On the other hand, bald or worn tires with shallow grooves are more likely to skim over the film, sending the car into a skid in a phenomenon called "hydroplaning." Needless to add, it becomes difficult, if not impossible, to control a car's direction when the front end loses contact with the road.

Basically, there are three types of tires—the bias ply, belted ply and radial. The bias is the conventional tire which has been around since the 1920s. Cords in the plies, or layers, which make up the body of the bias tire, crisscross at an angle called the "bias angle," usually about 30 to 40 degrees to the centerline. Cords may be arranged in two or more (even number) plies depending, in general, on the strength desired in the finished product. The design provides rigidity in both the sidewall and tread, but bias tires squirm more and tend to run hotter than the belted bias or the radial.

As with the bias, the cords of the belted bias are also arranged in a crisscross pattern, but they also have two or more layers of fabric or "belts" under the tread. The cords in the belt also run at an angle—about 25 degrees to the centerline.

This construction provides a sidewall stiffness similar to the bias tire, with the increased strength and stiffness in the tread. Body cords are made of rayon, nylon, or polyester; belt cords are made of fiber glass, rayon or



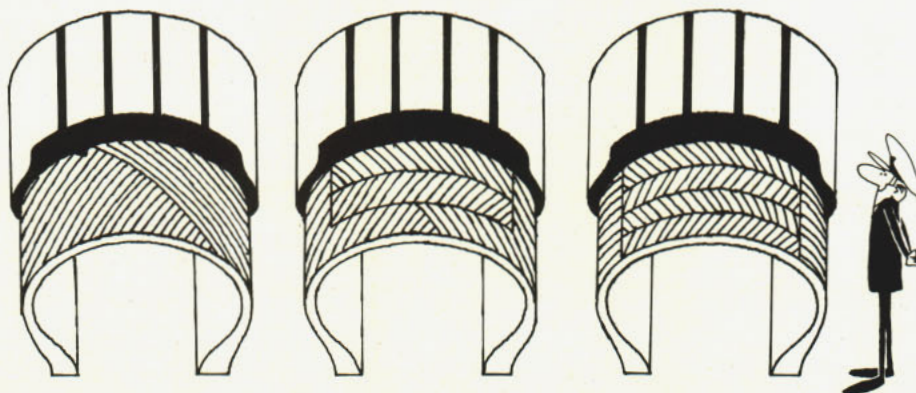
new passenger tires since 1 Aug 1968. A "treadwear indicator" takes the guesswork out of tire maintenance; if they're showing (flat bands across a tire's surface) it means the tire is worn to 1/16 of an inch. It's time, then, to replace the tire or tires.

There's still the "penny test," an older means of checking tire wear. Place a penny into a groove of the

**Bias Ply**

**Belted Bias**

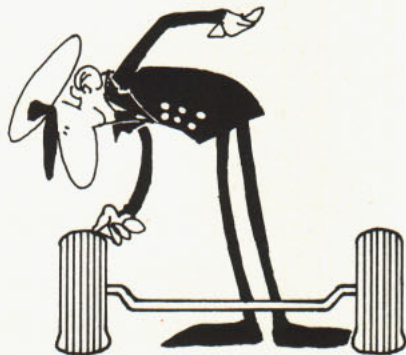
**Radial**





steel. The belted bias tire squirms less than the bias tire, runs cooler and gives more mileage.

Radial tires, first introduced domestically in 1965, can always be identified by the letter "R" imprinted on the sidewall giving size information, such as, "ER78-14." In the radial, the cords in the body run at right angles



**The radial flat look**

to the centerline and may be arranged in one to three plies. Over this radial section is added a belt, made of up to four plies, the cords of which run at an angle of about 15 degrees to the centerline.

This gives a tire with flexible sidewalls that, even when fully inflated, still looks as if it needs air. This tire, despite its low profile appearance, has great stiffness and strength in the tread area.

In some radials the belts are made of steel—in others, fiber glass or rayon. The radial, like the belted bias, has minimum squirm, runs cool and provides long wear.

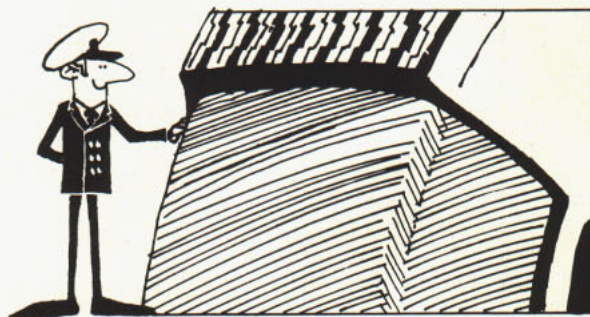
The tire industry states that radial tires reduce gasoline consumption significantly. At current levels of use, radial tires are estimated to be saving more than 400 million gallons of gasoline per year. Savings would increase to two billion gallons per year if 50 per cent of all automobiles and 25 per cent of all trucks were on radial tires and to more than 5.2 billion at 100 per cent utilization of radials by all vehicles.

In addition to the gasoline-saving potential of the radial tire, there are certain benefits related to increased radial tire usage. These are: longer tire life, resulting in a potential for some savings of raw materials, and superior safety-related performance characteristics such as better traction and cornering.

Cords in the sidewall of the tire are usually made of the artificial fibers—nylon, rayon or polyester.

Polyester has good strength, is insensitive to water and does not "flat spot"—that is, flatten out when the vehicle stands in the same spot as happens when a car is left parked overnight. Nylon is resilient and is resistant to heat and water but, even though it is used in most racing and aircraft tires, it tends to flat out. This causes a bumpy ride for a few miles. Flat spotting, however, is not a safety problem.

Rayon is the oldest of the man-made fibers—has good strength, dimensional stability and abrasion resistance.



**Artificial fiber cord**

Rayon has one fault; it tends to degenerate if it is continually exposed to water. This could cause trouble if a cut exposed the tire's cord to the weather, and particularly troublesome if a cut went undetected in a wet season. On the positive side, rayon does not flat spot.

Cords used in the belts of belted bias or radial tires must provide maximum stiffness and resistance to deformation. The main purpose of the belted bias and radial designs is to reduce or eliminate "squirm" and maintain a flat footprint, providing maximum traction and wear. For this purpose, three types of cord have proved successful:

- **Steel wire** makes very strong belts because they stubbornly resist distortion. Such a tire tends to maintain a flat tread pattern and run comparatively cool. They provide excellent traction and give maximum wear for a given thickness of tread. Needless to add, the principal use of steel belts is in radials.

- **Glass fibers** have excellent tensile strength, good dimensional stability and resist flexing. A tire with fiber glass belts tends to run cool and provide long wear.

- **Rayon** is the only textile fiber used in both belt and carcass plies. Rayon has the stiffness and insensitivity to temperature changes necessary for use in belts, and also has the ability to stand up under the flexing to which carcass fibers are subjected. Rayon belts are competitive with glass.

The trend in passenger car tires has been from a high, narrow cross-sectional profile to a low, wide profile. Today, some passenger car tire cross-sections are almost twice as wide as they are high.

A plus for wide tires is that they naturally provide a wider "footprint" and also better cornering. But very wide tires may present problems. Here are just a few:

- They may not fit your rims.
- They are harder to steer on cars without power steering.
- Carried as spares, they take up a great deal of trunk space.
- The ride may be hard.

If you have an older car and are thinking of buying broader tires—a fad today with younger people—have your dealer check to see if your fender wells are wide enough to permit turns without rubbing.



# EVERY SAILOR SHOULD KNOW ABOUT TIRES

Various types of blowout- and puncture-resistant tires are on the market. Some have a steel safety belt underneath the tread. Some have an inner tire separated from the main body of the tire by an air space. Others use a sealant to prevent the escape of air because of a puncture.

In some of these "premium" tires there is a tendency to increase heat buildup; some others are difficult to balance satisfactorily.

In a puncture, an object penetrates the tires and permits the air to escape, usually without doing extensive damage to the body of the tire. If the tire is run while flat, it will probably be destroyed. Even a piece of wire or a sliver of glass can produce a slow leak which eventually causes a flat. Such leaks should be repaired as quickly as possible.

In a blowout, however, the cord gives way and the

tire suddenly deflates. Most tires are not reusable following blowouts. A blowout may be caused by a slow weakening of the cord as a result of flexing, or by impacts with rocks, potholes or curbs. Blowouts are especially dangerous if they occur at high speed or on a curve. A blowout on a front tire produces a hard, steady pull, while on the rear, it causes a dangerous weaving motion.

Snow tires, a special type, have a deep, open tread which digs into the snow for traction. Tread design varies with the kind of conditions you expect to drive in.

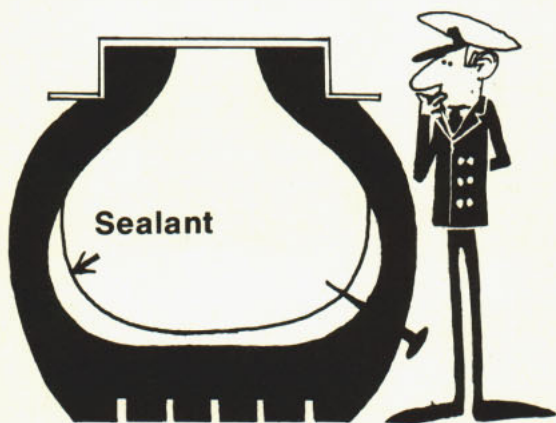
- For intermittent snow and dry roads they have deep snow tread around the edges and a conventional tread along the center.

- If you expect rain during much of the winter, get a snow tire with open channels running around the center of the tread design. This helps prevent hydroplaning.

- For areas which get a lot of ice and snow, the whole tread is deep and open.

For winter driving, most snow tires can have metal studs inserted into them. Check your state law before you get studs, because there is some evidence that they damage road surfaces and some states limit or forbid their use.

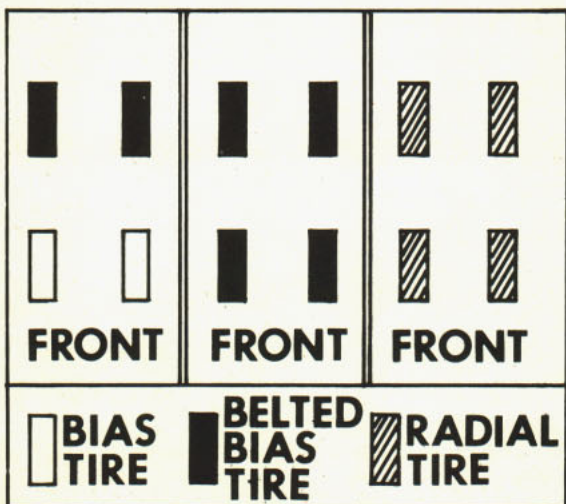
When getting studs, about 100 per tire will probably do the job, and no more than 150 per tire should be



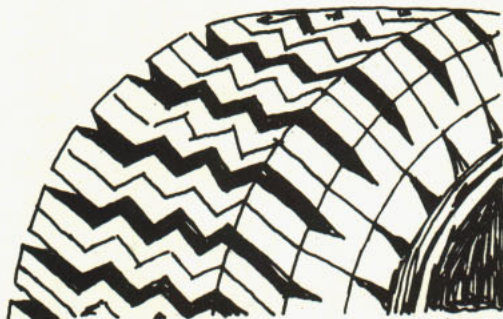
## Mixing Tire Types Can Cause Problems

If you mix bias tires with belted bias tires, mount the bias tires on the front.

Do not mix radials with other tires unless the tire manufacturer specifically recommends it.



## Conventional snow tire



## Studded snow tire





used. Too many studs will reduce traction on wet or dry roads.

Snow tires wear faster on dry pavement than regular tires, and some are not recommended for high speed driving. Also, if you have radials on your car you should buy radial snow tires. Before buying any snow tires, check with your dealer to be sure you're getting the ones best suited to your area and type of driving.

Incidentally, when it comes to buying snows, experts do not normally recommend mixing different types of

tires on your car. Mixing them may cause the car's handling characteristics to change and lead to dangerous situations.

If you use radials, they should be on all four wheels unless the tire manufacturer specifically states differently. Belted bias should be used on all four wheels also, but may be mixed with plain bias tires. In this case, the belted bias should be on the rear and the bias on the front. Never use different types of tires on the same axle.

—J. F. Coleman



## CHOOSING TIRES

When you go out to buy tires, there are three principles you should keep in mind:

- Choose a tire strong enough to stand up under the maximum loads you intend to carry, over the roads you intend to use.

- Choose a tire designed to hold its footing and keep its footprint flat and stable through curves and corners at maximum speeds you intend to drive.

- Choose tires designed to give the best performance under the combination of circumstances you expect to encounter while they are on your car.

Strength is important—it helps avoid blowouts. Tires take a terrific beating at today's high speeds, even over first-class roads. Hitting stones, potholes or uneven joints in the pavement at 55 mph causes a tremendous strain on tire cords and fibers. When they break, the tire blows.

Tire strength is also important in load-carrying ability. Passenger cars are used to haul a wide variety of loads. One day it might be just the weight of the car and driver, another day the car may haul a load of kids to school. On vacations the family car becomes a truck with its trunk and roof full of heavy luggage or camping equipment. Or the old buggy may become a tractor to pull a trailer or boat. It all takes strong tires.

Footing ability is another important consideration. When you go around a curve or make a sharp turn, it is only that small area of tire touching the ground

which allows your car to obey the steering wheel. The size of your tires' foot is also important because it is the only thing carrying the weight of your car and its load, at the speeds you drive in all kinds of weather and road surface conditions.

Choosing for circumstances means you must get a tire for your kind of driving—Do you take long trips at interstate highway speeds, or is most of your driving done around town? Do you expect to drive in deep snow, slush or ice, or is most of it done on clear, dry streets? Different tires are designed for different circumstances that you should keep in mind when buying.

One important factor you must consider when buying tires is the price. Today, this may be one of the most important factors influencing your choice. The smart thing to do is buy tires that fit your needs, even if they cost a little more than you expected. It will pay in the long run through increased tire wear and less trouble. It may even save your life.

With all these variables and all the different choices available, the question is: Which tire should I buy? The best thing to do is let a reputable tire dealer help you. Armed with the knowledge of your car's weight, the loads you expect to carry, the type of driving you will do, the weather and road conditions you are likely to encounter and the blow your pocket can afford, he will be happy to work with you to find the best tire suited to your needs.



# EVERY SAILOR SHOULD KNOW ABOUT TIRES

Once you've bought the tires you feel are right you'll have to treat them properly to get maximum wear and safety from them.

Nearly every motorist knows that new tires—either the first set on a new car or a replacement set on an older car—should be broken in by staying under 60 miles per hour for the first (or next) 50 miles. But did you know that the same procedure—not more than 60 mph for 50 miles—should be followed when a new spare tire is first placed “on the road?”

What you're doing is allowing the many complex elements in the tire to adjust gradually to each other and function as an integral unit.

There are many more things you can do to prolong the life of your tires. One of the most important, and easiest, is to keep them properly inflated.

Underinflated tires tend to flex too much and run too hot, thus reducing their life. They also take a concave shape on the road surface which causes the edge tread to wear faster than center tread. On the other hand, overinflation causes the tire to take a convex shape and wear the center tread faster than at the edges.

Either too much or too little inflation may reduce

traction or cause uneven braking, both of which can cause you to lose control of the car.

Tire pressure should be checked at least once a month—and don't forget the spare while you're at it. Follow the recommended pressures given in your owner's manual, and make the checks before you set



out, while the tires are still cool. National Bureau of Standards tests indicate that pocket gauges are much more accurate than service station air pump gauges. Money spent to buy a good pocket gauge will be returned by extended tire life through proper inflation.

Tire rotation should also be a regular part of tire maintenance. In city driving, front tires tend to wear faster due to cornering; highway driving is harder on rear tires. Rotating them about every 5000 miles distributes this wear more evenly and gives you more mileage out of the whole set. Again, consult your owner's manual for frequency and methods of rotation for your car and the type of tires used.

The mechanical condition of your car, particularly of the front end, can also affect tire life.

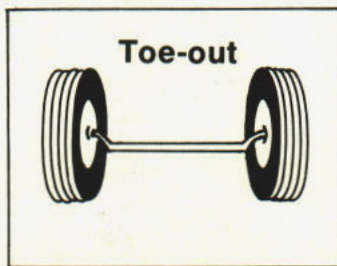
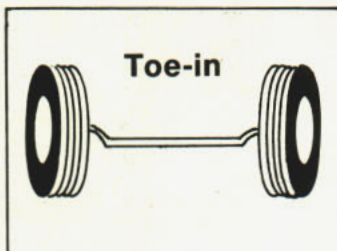
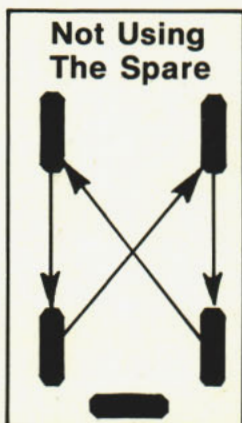
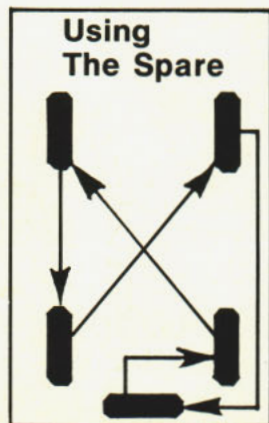
- If your front end is out of alignment your tires will toe in, causing tread wear on the outside edge, or toe out, causing wear on the inside tread.



Underinflated

Overinflated

## Tire Rotation





## ALL HANDS CONSUMER/SAFETY SERIES - WHAT

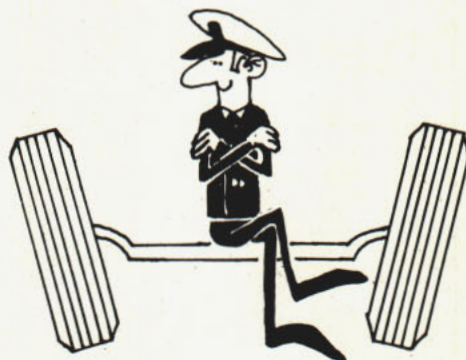
- Improper camber, or the vertical angle the tire makes with the road surface, causes uneven wear too. Tread will wear on the outside if the top of the tire leans out; on the inside if it leans in.

- Brakes which are poorly adjusted or which grab can cause tires to wear unevenly. An out-of-round brake drum can cause tread to wear quickly at one spot on the tire.



**Unbalanced**

- Wheels that are out of balance vibrate and add to tire wear. All four tires should be balanced, especially if your car has independent suspension. Vibration



**Camber**

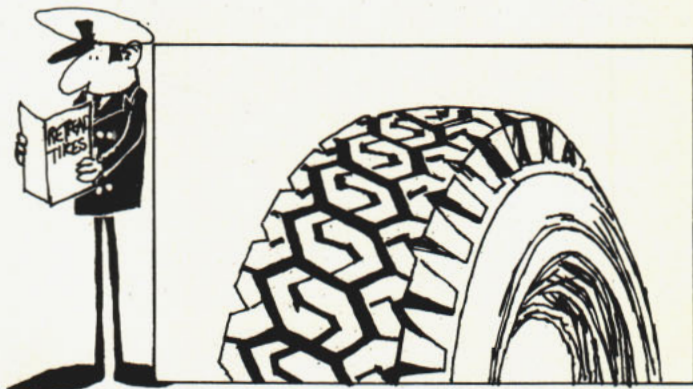
and resulting tire wear are also caused by worn wheel bearings, worn shocks, loose tie rods or wobbly wheels.

If uneven or excessive wear shows up on any one of your tires, have your car inspected—it probably needs service.

Tires are among the most expensive items on your car. Choosing the proper tires and maintaining them properly will save you money in replacement, repair and gas mileage. It may also save your life.

—JO1 Tom Jansing

## RETREAD TIRES



If it's tire-buying time and you're feeling a squeeze in the wallet, you may be wondering how you can get a good set of rubber without going into hock. Have you considered retreads? Before you scoff at this suggestion, read on.

Retread tires are used by 98 per cent of the world's major airlines. They are approved by both the U. S. Air Force and the Federal Aviation Administration for their safety and performance features. In addition, the Environmental Protection Agency is studying the feasi-

bility of equipping all federal vehicles with retreads. Trucks and off-the-road vehicles are also heavy users of retreads, and they have to keep rolling or they're out of business. These are pretty good endorsements, but there are more reasons to consider retreads for your family car.

If you decide to use them, you'll be in good company. One of every five passenger car tires sold in the United States is a retread. The reason is simple—they sell for less than half the price of an equivalent new tire



# EVERY SAILOR SHOULD KNOW ABOUT TIRES

since 70 per cent of a tire's cost is in the casing.

In addition, there are some hidden savings in buying retreads. Oil-based products are rising in cost, and it takes four and one-half fewer gallons of crude oil to retread a tire than to make a new one. About 40 million Americans bought retreads last year and saved the country 180 million gallons of oil. Also, the cost of picking up old tires from our rivers and roadways is reduced by recycling them. Retreads make economical sense by saving your wage dollars and your tax dollars.

OK, so they save money, but how good are they? To put it simply, a good retread will deliver the same mileage as an equivalent new tire and, as we've said, be just as safe. As long as the tire's casing is not damaged, it can be made into a good retread. In the past 10 years automated machinery and new retread methods have vastly improved the quality.

If you think retreads make sense and decide to buy them, go to a reputable dealer. He'll get his retreads only from a shop which does quality work and inspects used tires carefully before retreading them.

You might also consider taking worn tires in yourself to be retreaded, since you know what kind of use they've had. This is the cheapest way to get new rubber on your wheels. Shop for a retreading firm which offers a warranty. Most retread warranties are similar to new tire warranties as to workmanship, materials and defects.

If you would like more information on retreads, the Tire Retread Information Bureau has published a consumer booklet entitled, "A Retread May Be Your Best Tire Buy. Ask the Experts." You can get a copy by writing to TRIB, P.O. Box 2602, Washington, D. C. 20013.

—T. J.

## LETTERS AND NUMBERS ON TIRE SIDEWALLS



Next time you scrub your tires, get a good look at those mysterious numbers on the sidewalls. What appears to be a bunch of gibberish actually tells you a great deal about your tires, once you learn how to interpret the information. Here's what those letters and numbers mean:

**F78-14.** This is the tire size. There was a time a few years ago, when this information was all figures as, 6.00X16 or 7.50X14. Letters are now used from A through J. The A stands for the lowest size on the old scale and the J now identifies the largest size. In this case, the F replaces the old 7.75, meaning, too, that the cross section or air chamber of the tire measures 7.75 inches diagonally.

The 78, in our example, means that the tire's tread is 78 per cent wider than it is high. Other series width

numbers are 70, 60 and 50. The lowest number identifies the widest tire—the 50 series being ultrawide.

The 14 stands for 14 inches or the radial measurement of the wheel. It means that this tire will only fit on a wheel with a 14-inch radius. If your car has 14-inch wheels, you have no use for a tire size number ending in 13 or 15.

If our example had an R in it as, **F78R-14**, the R would stand for radial. All radial tires are identified with an R.

**LOAD RANGE B.** This indicates that the tire has four plies or four layers of nylon, polyester, or what have you, between the carcass and the outside rubber. Plies are added in twos—B means four-ply, C means six-ply, and D means eight-ply. You buy tires for the type of driving you expect to do. If you drive your car over good roads with little or no loads being carried, then a B load range is sufficient. If you constantly load down your station wagon or pick-up truck and drive over rough roads, then you need a much greater load range tire.

**MAX. LOAD 1500 LBS @ 32 PSI MAX. PRESS.** This indicates the tire's load limits and maximum cold inflation. Your owner's manual explains how much pressure your tires should carry to haul certain loads.

**4 PLYS UNDER TREAD (2XXX CORD)** . . . This tells what the cord is made of—again, the number of plies, and the cord's material.

**TUBELESS.** Manufacturers have to state on the tire whether it is tubeless or a tube type tire.

**DOT XXXX XX XXX.** This certifies that the tire complies with Department of Transportation tire safety standards. The ID Numbers, the Xs in this example, tell who's the manufacturer in the first two numbers. The remaining numbers tell size, type and date of manufacture. When you buy a tire, the dealer is required by federal law to record your name, address and this identification number from the tire. —J.F.C.



# from the desk of the **Master Chief Petty Officer of the Navy**

## People Who Care

My most enlightening experience since assuming the job of Master Chief Petty Officer of the Navy has undoubtedly been my introduction to the workings of the Bureau of Naval Personnel (BuPers).

To Navy members serving in the fleet, the word "BuPers" often conjures up images of a castle on a hill, white pillars, a bureaucratic papermill, spit and polish, brass, bigness, busy telephones, and perpetual motion. While some of these images are true about BuPers, others are more perceived than fact.

In reality, BuPers is housed in a World War II-vintage building located in Arlington, Va., very close to the Pentagon. The structure, often referred to as the Navy Annex, has four floors in each of seven of its eight wings, and three stories in the eighth. The building is an imposing one, accommodating not only the Bureau of Naval Personnel, but also the offices of the Judge Advocate General, the Navy Inspector General, and Headquarters, Marine Corps.

On the Navy side, there are approximately 800 enlisted personnel, 550 officers, and 1350 civilians working under the direction of the Chief of Naval Personnel (CHNAVPERS), Vice Admiral J. D. Watkins. CHNAVPERS is responsible for planning and directing just about every phase of a Navy member's career. Every personnel management action made by CHNAVPERS requires an analysis of that action's effect on fleet readiness, the Chief of Naval Operation's number one priority.

To accomplish this mission within BuPers, CHNAVPERS utilizes the expertise and leadership of 10 assistants:

- The Deputy Chief of Naval Personnel (Pers-1).
- The Assistant Chief of Naval Personnel (ACNP) for Personnel Plans and Programs (Pers-2).
- ACNP for Financial Management and Management Information (Pers-3).
- ACNP for Officer Development and Distribution (Pers-4).
- ACNP for Enlisted Development and Distribution (Pers-5).
- ACNP for Human Goals (Pers-6).
- ACNP for Personal Affairs (Pers-7).
- ACNP for Performance and Security (Pers-8).
- Chief of Chaplains (Pers-9).
- ACNP for Naval Reserve (Pers-R).

Each of these assistants and the organization he directs has a specific area of responsibility which

contributes to the overall mission of CHNAVPERS. And, I have found that each of these organizations is working diligently to assure that our Navy is maintained at the highest possible level of readiness.

One of these subdivisions, Pers-5, deals solely with enlisted personnel and is the organization within BuPers which influences the career pattern of Navy enlisted personnel more than any other. Pers-5, currently under the direction of Rear Admiral W. B. Warwick, initiates, develops, implements, and exercises control of policies dealing with enlisted assignment, retention, career enhancement and motivation.

More specifically, Pers-5 evaluates manning priorities; inventories enlisted personnel; maintains liaison with the fleet; makes assignment decisions; authorizes schooling, favorable separations, continuation on active duty, Fleet Reserve transfers, rate conversions (STAR, SCORE, etc.), DPPO, SRB and Pro Pay; develops enlisted advancement and performance evaluation standards; monitors the assignment of women; administers the E7/E8/E9 selection boards and the Quality Control Review Board; provides answers to Congressional and special inquiries; and so on and so on. Whew!

As you can see, Pers-5 controls or influences virtually every facet of a Navy enlisted member's career—a big job that requires long and often difficult hours, as well as dedication to duty and close attention to detail.

Since I have been here, I have come to respect highly your detailers in Pers-5, as well as the other decision-makers in this group of topnotch individuals. They can be heroes or goats in your eyes depending on how you react to their decisions. By direction of CHNAVPERS, each detailer must consider fleet readiness when making assignment decisions. Fleet readiness is also the number one priority of the detailers. But, I can assure you that the detailer always does his best to adhere to the desires of the individual, even though individual desires cannot be fulfilled in every instance.

You must realize that these people making the decisions in Pers-5 are your shipmates. They too have served in the fleet. They understand family separation, the desire for education and a permanent home, and the personal problems that can affect a Navy member's career. With these "people problems" in mind, your detailers must nevertheless fight the daily battle to maintain fleet readiness.

Every personnel decision that is made, whether about assignments, Fleet Reserve, humanitarian assignments (HUMS), advancement, or SRB, directly or indirectly affects fleet readiness. These decisions which often influence your personal life are thus doubly difficult for your detailers when viewed in this light.

And all organizations within BuPers face this dilemma. Decisions are made each day which alter the lives of Navy men and women throughout the fleet. For instance, in Pers-6, important decisions are made about equal opportunity, drug and alcohol rehabilitation, leadership management, and uni-





**MCPON Robert J. Walker**

forms. At the same time, Pers-7 is making judgments concerning BEQ management, family housing, messes, and family services. And in Pers-3 we find hundreds of people collecting statistics relating to Navy men and women, as well as preparing, storing, examining, and updating service records. Pers-3 also maintains the new Enlisted Records Review Room, where you (or one of your shipmates with your written permission) can review your service record to verify the accuracy of its contents.

I have highlighted only some of the myriad functions of BuPers. The Chief of Naval Personnel is also responsible to the Chief of Naval Operations for many other factors influencing the careers of Navy men and women.

So, BuPers is a bureaucracy, a real beehive of

activity. To the uninitiated, BuPers is another Disneyland, a huge puzzle palace. But BuPers serves a purpose, and that purpose is you. The procurement, training, motivation, and utilization of Navy men and women remain among the most important functions of our modern Navy. Remember, the Navy is more than ships at sea. Fleet readiness also means people readiness, and that's what BuPers is all about.

BuPers will always be many things to many people, but when you come right down to it, BuPers is people—people who care.



## ● VOLUNTEERS NEEDED FOR SUBMARINE DUTY

The submarine service is short of storekeepers, hospital corpsmen, yeomen and personnelmen in paygrades E-5 and E-6. Billets are open in attack (SSN) and fleet ballistic missile (SSBN) subs homeported in New London, Norfolk, Charleston, San Diego and Pearl Harbor.

If you're interested, submit a request in accordance with the Enlisted Transfer Manual. Additional information can be obtained from local submarine force career counselors, or the enlisted rating coordinator for submarines at BuPers, by phoning Autovon 224-1014.

## ● U. S. CAPTURES INTERNATIONAL NAVAL PENTATHLON CROWN

U. S. Navy captured the pentathlon championship at the International Council on Military Sports (CISM) naval games held recently in Sweden.

Lieutenant (jg) Robert Baird, SEAL Team One, and Hull Maintenance Technician 3rd Class Chris Springborn, Underwater Demolition Team 12, took the gold and bronze medals in individual competition to pace the U. S. victory. LTJG Baird also set a CISM record in the lifesaving contest by retrieving a weighted dummy and towing it 75 meters in one minute, 9.5 seconds.

The naval pentathlon, one of 22 championships sponsored by CISM each year, includes an obstacle race, lifesaving, seamanship and swimming contests, and an amphibious cross-country race. In this 17th annual contest, teams from Argentina, Brazil, the Netherlands, Norway, Sweden, Turkey, the United States and West Germany participated.

## ● CEREMONIES HELD FOR FOUR NEW SHIPS OF TWO NEW CLASSES

USS Dwight D. Eisenhower (CVN 69), the Navy's second Nimitz-Class carrier, was launched last month in ceremonies at Newport News, Va. She was christened by Mrs. Mamie Eisenhower, the President's widow.

Concurrent ceremonies marked the keel-laying for Carl Vinson (CVN 70), third of the Nimitz-Class nuclear carriers. She is named for the former Georgia congressman who, during his 50 years in the House of Representatives, served as Chairman of the Naval Affairs Committee and the House Armed Services Committee.

In Pascagoula, Miss., USS Spruance (DD 963), lead ship of the new class destroyer, was recently commissioned.

The same week, USS David R. Ray (DD 971), ninth of the planned 30 Spruance-class DDs, was christened. The ship is named for Hospital Corpsman 3rd Class David R. Ray who was posthumously awarded the Medal of Honor for heroism while serving with the First Marine Division in Quang Nam Province, Vietnam.

## ● HOSPITAL CORPSMEN NEEDED TO FILL 'C' SCHOOL VACANCIES

Openings currently exist in several "C" school medical courses. These include nuclear submarine medicine, nuclear medicine, operating room, special operations and medical deep-sea diving technical programs. Quotas can be obtained from BuMed (Code 34).

BuMed also announced that the length of the course for the Pharmacy Technician "C" School has been reduced from 36 to 23 weeks.



- DEADLINE NEARS FOR FILING CHAMPUS CLAIMS FOR 1974

CHAMPUS users are reminded that the deadline for filing 1974 claims is near. Claims for care, services and supplies provided during 1974, filed after 31 Dec 1975, cannot be considered for payment. This rule will hold true for future years as well.

In addition, those who received services or supplies last year from a civilian source which has agreed to submit a claim directly to CHAMPUS should check to see that it has done so. If the civilian source has not filed the claim, or cannot file it by 31 December, you should make arrangements to do it yourself. CHAMPUS officials suggest you don't wait until the last minute to file since unexpected delays might prevent your claim from getting in the the mail in time to reach CHAMPUS offices before the deadline.

- ALBANY NAMED NEXT 6TH FLEET FLAGSHIP

USS Albany (CG 10) was recently named as successor to USS Little Rock (CG 4) to be Sixth Fleet flagship. Albany, now homeported in Norfolk, is to move to Gaeta, Italy next summer to assume her new duties. Little Rock, which has been in the Med since August 1973, is scheduled to return to the U.S. for a routine overhaul at the Philadelphia Naval Shipyard.

- FOUR ELECTRONIC AND AVIATION SERVICE RATINGS TO BE DROPPED

Plans to change the Electronics Technician and Aviation Machinist's Mate rating structure were recently revealed by the Chief of Naval Personnel. At a future date, not yet announced, ETN and ETR service ratings will be dropped, and personnel now assigned those ratings will revert to ETs. In the same way, ADJ and ADR service ratings will also be eliminated and become part of the general AD rating.

The change is being made for two reasons: ETN/ETR job skills are no longer restrictive enough to support these service ratings. The ADR designation adversely affects the career pattern of personnel who must change to jet engine repair as the Navy eliminates its reciprocating engine aircraft. Appropriate NECs, if needed, will be used to identify specialized qualifications within the two general ratings.

Plans for the changes are still being developed, and a BuPers Notice will be issued when the time and procedures are firm. It is anticipated that there will be no immediate effect on personnel, training, advancement exams or billet identification.

- BUPERS SETS NEW EXTENSION POLICY FOR E-3s

BuPers recently announced a new policy for E-3s allowing them to extend on active duty without having passed an E-4 exam. The move was made to avoid a heavy loss of seamen who enlisted after September 1972.

The new policy allows all E-3s approaching the end of their obligated service who are otherwise eligible for reenlistment to extend for 12 or 24 months. The length of extension depends on the career objective (CREO) category of the rating the E-3 desires. Those opting to extend can meet professional growth requirements necessary to reenlist; those deciding not to extend will be separated at their EAOS.



## ● WOMEN TO BE ADMITTED TO THE SERVICE ACADEMIES

President Ford has signed a bill authorizing the admission of women to the three service academies. Under plans released by the Naval Academy, women will be incorporated into the brigade of midshipmen with as few changes as possible made to existing procedures. Admission requirements for women will be the same as for men, with minor adjustments made to the physical standards. The number of women admitted will be determined by the Secretary of the Navy. No changes in the academic program are anticipated. However, legal restrictions against assigning women to ships will necessitate an expansion of the Summer Training Program. The women will live and work as members of the brigade. They will be housed in the same dorm as the men, and will be assigned to companies throughout the brigade rather than to an all woman's company. Their military duties and responsibilities will be identical to their male counterparts'. Women will participate in the same basic physical fitness programs as men, with some adjustments made in standards because of the physiological differences between the sexes. Women will be required to participate in the intramural sports program under the same policies as men, and they will be allowed to compete in all intercollegiate sports except football, lacrosse and wrestling. Uniform requirements will be set prior to the entry of a woman to the Academy in July 1976.

## ● FLEETWIDE, NAVAIR BATTLE EFFICIENCY PENNANTS FLY

Four ships recently won awards in fleetwide battle efficiency, anti-submarine warfare and gunnery competition.

USS Barry (DD 933) and USS Fresno (LST 1182) were awarded the 1975 Atlantic and Pacific Arleigh Burke Fleet Trophies, respectively. The trophies are given each year to a ship or aircraft squadron in each fleet which demonstrates the greatest improvement in battle efficiency. Runners-up in the Atlantic Fleet were USS William H. Bates (SSN 680) and Fighter Squadron Eleven. Pacific Fleet runners-up were USS Midway (CV 41) and USS Permit (SSN 594).

USS Garcia (FF 1040) was named the most proficient Atlantic Fleet surface ship in antisubmarine warfare for FY 75. She was cited for excellence in the areas of passive sonar capabilities, coordinated air and surface tactics, weapons firing performance and reliability of shipboard equipment. Runner-up in the NavSurfLant ASW competition was USS Barry (DD 933). Other ships nominated were USS Miller (FF 1091), USS Leahy (CG 16) and USS Donald B. Beary (FF 1085).

USS Gurke (DD 783) was named the Pacific Fleet's "top gun" winning the James F. Chezek Memorial Gunnery Award for the highest score in gunfire support qualifications. She achieved an average score of 91 out of a possible 100 during quals held at the Tabones Range in the Republic of the Philippines. The Chezek award rotates each year between the Atlantic and Pacific Fleets.

The FY 75 Atlantic Fleet Battle Efficiency Awards in naval aviation were recently announced. This special recognition is given to ships and squadrons which have demonstrated the highest degree of combat readiness during the previous year.

In the ship category, this year's battle efficiency pennant went to



USS Forrestal (CV 59). She also received awards for her operations, engineering and aircraft intermediate maintenance departments.

USS Franklin D. Roosevelt (CV 42) received awards for her air and communication departments; USS John F. Kennedy (CV 67) for her supply and medical departments; and USS Saratoga (CV 60) for her weapons department.

E-winning aircraft squadrons were: Fighter Squadron 11, Light Attack Squadron 105, Medium Attack Squadron 176, Reconnaissance Attack Squadron 6, Carrier Airborne Early Warning Squadron 123, Patrol Squadron 5, Air Antisubmarine Squadron 24, Helicopter Antisubmarine Squadron 3, Helicopter Antisubmarine Squadron Light 32 and Fleet Reconnaissance Squadron 4.

USS Richard K. Turner (CG 20) and USS Sampson (DDG 10) recently won the NavSurflant FY 75 Anti-Air Warfare Award. The trophy, sponsored by the Charleston Chamber of Commerce, is presented annually to the combatant within the Atlantic naval surface force which demonstrates superior proficiency and readiness in AAW. Selection is based on inspection and exercise results, and firings at the Atlantic Fleet missile range.

## ● MASTER CHIEFS MEET IN WASHINGTON CONVENTION

Seventeen Master Chief Petty Officers of the Fleet and Force recently concluded a three-day convention in Washington, D. C. The purpose of the annual convention was to bring fleet personnel problems to the attention of senior Navy officials and to draw up recommended solutions to those problems. A BuPers official said the unique meeting allowed the MCPOFs to receive maximum exposure to a wide variety of subjects, as well as to top officials.

Meeting with the Chief of Naval Personnel and other key BuPers officers, MCPOFs at this year's convention talked about professional standards, uniform affairs, BEQ management, Fleet Reserve separations, women's equal opportunities, and compensation and entitlements. Following the briefs, MCPOFs met personally with the Chief of Naval Operations to make specific recommendations in five areas: shipboard habitability, drug usage, use of mess management specialist personnel, unionization of the military, and leadership management.

In addition to their talks with CNP and CNO, the master chiefs also had the opportunity to express, personally, their thoughts to the Chairman of the House Armed Services Committee, and other members of Congress. They also met the new Master Chief Petty Officer of the Navy, OSCM Robert J. Walker.

## ● RESERVE ASSOCIATION NAMES TOP ENLISTED FOR 1975

Radioman 1st Class Donald M. Demarco of Tactical Support Unit 3222, NAS Whidbey Island, Wash., has been selected the outstanding enlisted Naval Reservist for 1975.

The award, presented annually by the Naval Enlisted Reserve Association (NERA), recognizes outstanding contributions to the readiness of the Reserve. Selection is based on overall performance, leadership, service, contributions to enlistment and retention, and participation in civic affairs.

Demarco was advanced meritoriously to chief petty officer and received his award at the NERA national conference in Philadelphia.



# • *Are You in an Overmanned Rating?* • *Thinking of Switching Jobs?* *Visit Your Career Counselor* *And Check the Latest CREO List*

"If your job in the Navy isn't what you expected it to be, or the advancement opportunities in your field look dim, perhaps you should consider changing your rate."

That advice comes from one advisor, Chief Navy Counselor John V. Regan, Yokosuka's Navy recruiter, who also urges people considering such a change to first visit a career counselor, recruiter or someone in the local command's training office.

Chief Regan points out that not everyone is eligible to switch jobs, since some Navy skills are in short supply. But, if the Bureau of Naval Personnel (BuPers) declares your rating to be overmanned or "closed," your chances are excellent, providing you qualify in other ways. And, the process of changing may be easier than you think.

BuPers Instruction 1133.25B of 30 Jul 1975 details the Navy's entire Career Reenlistment Objectives (CREO) program. Goals of this program, as stated in the instruction, are as follows:

- Increase manning in undermanned ratings;
- Control overages in overmanned ratings; and
- Provide for more viable and attractive career patterns for all members of the naval service.

To manage the Navy's enlisted force properly, BuPers keeps tabs on the manning of each rating in terms of paygrade and length of service (LOS).

Historically, certain ratings/rates have been overmanned to the point of advancement stagnation, while others have suffered from undermanning. It thus is necessary to provide positive managerial control over existing programs to balance personnel assets against needs. CREO is designed to provide that control.

Under CREO, existing retention and conversion programs are governed by manning needs, as reflected in the open/closed ratings list which is revised periodically to reflect manpower needs of the Navy.

According to the 30 July instruction, five groups are established within the CREO system. Groups A through E reflect specified conditions of career manning, ranging from extremely undermanned to excessively overmanned. The following is a description of each group:

- Group A—Rating career manning is less than 75 per cent; extreme shortage of career strength relative to career requirements.
- Group B—Rating career manning is between 75 and 89 per cent; shortage of career strength relative to career requirements.
- Group C—Rating career manning is approximately correct (90-105 per cent); management is designed to stabilize at present levels.
- Group D—Rating career manning is in excess of 105 per cent. First-term reenlistments need not be directly controlled, but to reduce overmanning, other actions may be employed, e.g., conversion programs, noncontinuation, etc.
- Group E—Rating career manning is in excess of 105 per cent; ratings are under direct control of the Chief of Naval Personnel (CHNAVPERS). His approval



ting?

## of Open Ratings



is required for all first-term reenlistments or extensions of two years or greater to initial enlistment, including extensions on active duty for Naval Reservists. Second-term reenlistments may require CHNAVPERS approval as may continuation on active duty beyond 21 years on a case basis.

The July open/closed ratings list shows 18 ratings to be overmanned. Of these, approval of CHNAVPERS is needed before you may reenlist a first time in the following ratings: AK, CE, DM, DT, EA, JO, PC and PH. Additionally, if you are a PH, you must get CHNAVPERS approval before reenlisting a second time. Chief Regan says while personnel in these categories are encouraged to change ratings, those in group A or B ratings generally find it extremely difficult to convert.

One consideration involved with rating conversion is what an applicant may be expected to offer the Navy in exchange for conversion.

Chief Regan explains, "Since money is short now, the Navy obviously cannot afford to send people to 'A' school if they are getting out of the service soon." He adds that while some ratings are so overmanned that conversions are permitted without reenlistment, others frequently require extension or reenlistment if conversion is approved.

Yokosuka's recruiter continues, "If you have special skills in another career field that would benefit the Navy, you may request a conversion that does not include additional training. You may take the advancement test for a different rating (with BuPers approval) to demonstrate aptitude, or you may provide well-documented references of previous work in the field. Include this information with a request to BuPers."

The application for conversion doesn't involve a lot of red tape. One simply submits a special request chit

to the commanding officer. After approval, it is sent to BuPers for review by the appropriate staff members. Their decision is forwarded to the command career counselor who then notifies the applicant.

Another way to get a new job and remain in the Navy is through the Selective Conversion and Reenlistment (SCORE) program. Under SCORE, you can get a guaranteed "A" and "C" school in a new rating, plus guaranteed advancement in some cases, by obligating six years of service. Applications for SCORE must also be approved by the commanding officer before forwarding to BuPers.

Chief Regan emphasizes that applicants for conversion shouldn't expect miracles. "The simple fact that an applicant is in a crowded rating does not qualify him for any and all ratings," he said. One must meet criteria set by BuPers for the rating desired or receive a special waiver. This means that scores on the basic battery test must be high enough and one must be physically qualified.

Chief Regan adds, however, that "if you're qualified, conversion is not impossible and not that complicated. People interested should just come and talk to us. We can take a lot of the mystery out of it."



# Mess Management Specialist School

In the movies, pupils surreptitiously eat test answers scribbled on bits of paper; in Navy schools, students openly eat the tests! At least that's the way it is in cooking and baking laboratories at Mess Management Specialist School in San Diego. In those laboratories, Navy men and women aspiring to be bakers and cooks

learn food preparation skills and techniques which eventually benefit everyone who eats in Navy dining facilities.

Not only do those novice mess management specialists (MS) learn how to cook palatable meals, but also they learn sanitation procedures, recipe conversion





(e.g., how to adjust recipes designed to feed 100 so that 457 can be fed meal-size portions), cooking and baking theory, and wardroom and galley messing. In MS "A" school, students are taught all they need to know to be useful additions to the fleet upon graduation from the eight-week course.

Students are tested each week to measure their progress and detect weak areas requiring additional study or instruction. In addition to written tests, they also participate in a number of practical exercises where full meals are actually prepared. In the labs they cook various dishes and bake breads and deserts which they are not only permitted but encouraged to eat. After all, what better way to tell if the lessons were learned?

The labs are equipped with all the latest equipment so students are not required to work in either enlisted dining facilities or officer messes while in school. Instead they stand normal military duties.

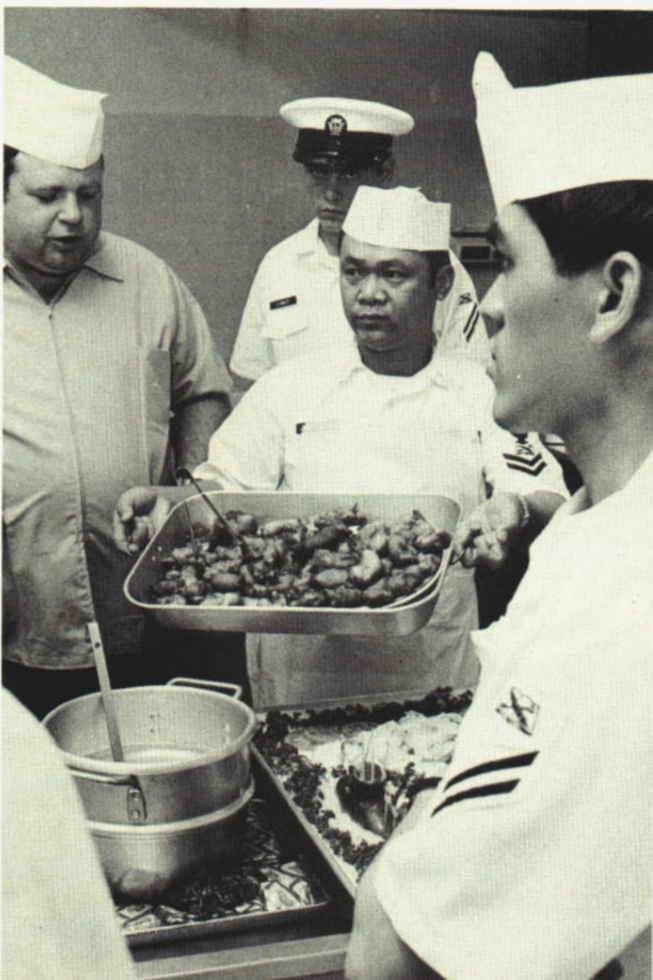
The drop rate is less than one per cent according to Senior Chief Mess Management Specialist William Sunkett, "A" school supervisor. He attributes the low fail rate to the eagerness of students to learn and the willingness of instructors, who are all Navy E-5 through E-9 POs, to spend extra time giving additional individual help when necessary. If a student fails, not being able to do the work at the required pace but sincerely desiring to be an MS, he is transferred to the fleet with the recommendation that he be given on-the-job training. Some later return to attend one of the other MS schools.

Second and third class petty officers have the opportunity to attend The Food Production School class "C" if they are recommended, have clean service records and will have two years' obligated service upon graduation. In that school they are taught advanced baking and cooking techniques as well as the mastery of fundamentals. Additionally, they learn how to be efficient watch captains and operate effectively in their middle management roles.

Senior petty officers attend the Management Principles class "C" School. This School teaches the fine points of operating ship and station dining facilities. Here they learn record-keeping, stock control, dining facility operation—both enlisted and officer—and general administrative duties.

The three MS schools, utilizing the latest in equipment and techniques, are first-rate in every respect. So thorough is the instruction that many universities and trade schools give advanced credit to MS school graduates pursuing degrees and certificates in food management programs.

For many, no further instruction is required to get suitable employment upon separation from the service. According to Lieutenant R. E. Johnston, director of food services schools, "For a person honestly interested in the culinary arts, whether leaving the Navy after four or 20 years, he'll have a very profitable trade as a chef, headwaiter or maitre d'."



Left: Nice part of the job of cooking is sampling results. Right top: Mess Management Specialist strikers check results of their labor. Right bottom: Instructors illustrate how food appeal is increased by method of serving.





Owing to the creation of the new Mess Management Specialist (MS) rating on 1 Jan 1975, there have been several changes in the curriculum. The main difference, according to LT Johnston, is "cooks and stewards previously went through the first five weeks (of "A") school together, then branched off into their respective specialties for another three weeks. Now each student gets a good look at all aspects of food service from meal preparation to service, to management, during the same course time."

The MS rating caused some changes in the Fleet also, according to Senior Chief Sunkett, "Previously the SD rating was overmanned and the CS rating was undermanned. The merger caused manning to settle out between the two problems."

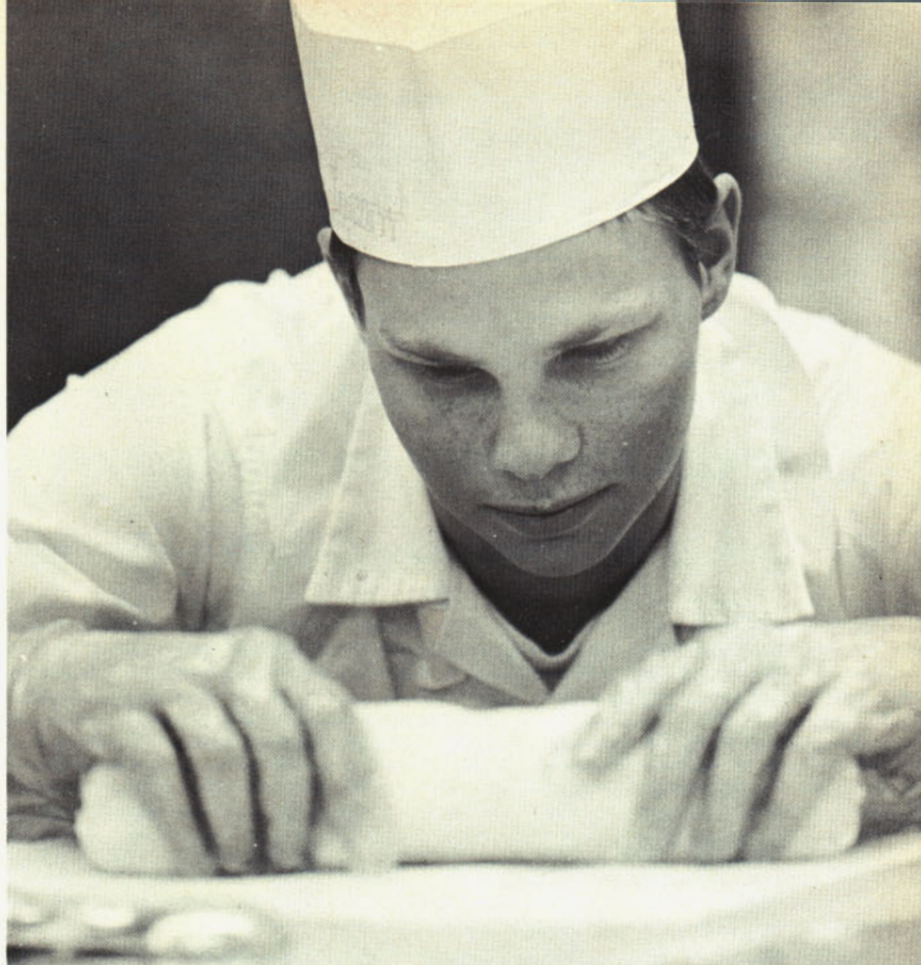
Another change in the Fleet, which students in the MS schools are prepared for, is the supervision of the newly formed rotational pools aboard ship. Senior MS's now teach former CS's and SD's both sides of the new rating. MS's rotate duties between the officer and enlisted dining facilities. "Neither is preferential duty," said MSCS Sunkett.

The director feels that there have been some problems in adjusting to the new rating by a few of the former DS's and SD's, but for the most part the transition is going smoothly and "time will resolve any other differences."

Senior Chief Sunkett saw no major difficulties and



Far left: After class instruction comes the inevitable cleanup. Left: Proof of success is in the tasting. Below right: Student is graded on ability in serving. Right: A young student carefully rolls dough.



felt the merger was totally advantageous to all involved. "The men just accept that they are no longer CS's or SD's but MS's and that's the way it is," he said, a former SDCS himself.

If there were any difficulties caused by the merger, the MS students don't have time to worry about them. Their days are filled with role-playing, wherein they serve meals to each other or occasionally serve guests of the command. Such was the case recently when a French admiral and his staff visited the base and MS's took turns serving coffee. For their efforts in that exercise, they received a grade of "magnifique."

Upon graduation, most of the students receive orders to the Fleet where they put their newly developed skills to practical use. The rest of the students are sent to shore bases, many of which are in isolated areas overseas where food preparation and service quality are very important. Last spring, some students from the Mess Management Specialist school were sent to Camp Pendleton to support the food services operations for Vietnamese refugees.

While the job of MS is often a thankless one, it is being done by professionally dedicated men and women who are well trained and greatly appreciated by the Navy.

—story by JO2 Dan Wheeler and PH1 Michael Jacobs  
—photos by PH1 Michael Jacobs





## OVERSEAS ASSIGNMENT

# CIVIL ENGINEER CORPS



"The quality of a man's life is in direct proportion to his commitment to excellence, no matter what his chosen field of endeavor." These words of Vince Lombardi, the famous Green Bay Packer/Washington Redskins football tactician and leader of men, have become the credo also of Commander Charles Gibowicz.

"That's the motto I really believe in," said the Polish-American Gibowicz, who has taken the words of Italian-American Lombardi to heart. "I sincerely believe a person in our country can achieve whatever he wants, within reason, if he works hard enough at it."

Gibowicz has worked hard to get where he is, and he must work hard to stay there. His last duty was as executive officer of the Public Works Center at the sprawling Subic Bay naval complex, 80 miles northwest of Manila. He described his job as comparable to the "assistant chief executive of a large business, or an assistant city engineer for a city of 35,000," the population of the Subic Bay complex.

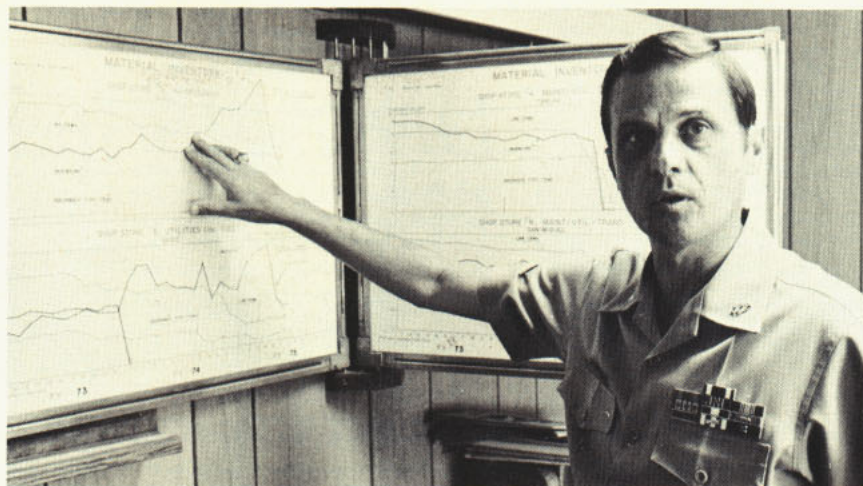
The Navy's largest public works center in the world, Subic Bay employs 13 naval officers, 60 U. S. civilian employees and 3500 Filipinos. "We tended the base engineering needs such as construction, maintenance, utilities and transportation, and we supplied water, power and steam to ships in port here," explained the commander. "We maintained a fleet of 4000 vehicles, from sedans to cranes. PWC also administered the needs of 1600 families who live in base housing." In addition, the center operated a sawmill, dredge, and asphalt and concrete plants.

Refusing to relate one particular aspect of his job as the most challenging, Gibowicz stated, "The whole job was a challenge, involving people, money, material and equipment on a big scale. This is a \$25 million operation."

A 1957 graduate of the University of Massachusetts, Gibowicz joined the Navy that same year. After serving his obligated three years as a line officer, he wanted to put his engineering degree to use. "So I transferred



Left: CDR Gibowicz inspects a fuel hose connection. Right: Explaining a facet of his job. Below: The Gibowicz family on the putting green at the Subic Bay U.S. Naval Base miniature golf course. Below right: CDR Gibowicz inspects a construction site.



to the Navy's Civil Engineer Corps," he revealed. "The CEC is a dedicated outfit . . . a great outfit to work for."

In his spare time, Gibowicz enjoys golfing, sailing and following the Boston Red Sox. "I used to watch the Red Sox at Fenway Park as a kid," he said. He then reminisced about his childhood in the Polish community of Greenfield, Mass.

The first Gibowiczes to immigrate to the United States were Charles' paternal grandparents. "My father, who was born in the States, was a farmer," said Gibowicz. "I was like any other kid growing up on a farm . . . I enjoyed driving the farm machinery. My mother is from Poland. She arrived in Wareham, Mass., in 1935, from Bialystock, about 200 miles northeast of Warsaw," he added.

It wasn't until he began grammar school in Greenfield that Gibowicz learned to speak English. "Polish was our household language, but I learned to speak English

quickly." He also has a knowledge of Spanish and Russian. "I took Spanish lessons in high school and college. While stationed in Kodiak, Alaska, I took Russian lessons from a Russian Orthodox priest. I attended public school," he continued, "but in addition, I took catechism and Polish history lessons from Polish Catholic nuns."

Gibowicz still corresponds with his mother in Polish. The language, however, isn't the only Polish custom he still practices. "I still enjoy Polish foods and during Easter we have a priest come into the house and bless the food."

This past summer he, his wife and two daughters packed up for transfer to Washington, D. C., where the commander is serving at the headquarters of the Naval Facilities Engineering Command.

—Story by JO1 Paul Long

—Photographs by PH1 John R. Sheppard







# DMC Norman Butman Showing It Like It Is

Mechanical pencils? Electric erasers? Rapidograph pens? With these tools-of-the-trade, it would seem the Navy's illustrator-draftsmen lead the professional life of Riley. Not necessarily so, according to Chief Illustrator-Draftsman Norman C. Butman, now assigned to the Human Goals organization of the Bureau of Naval Personnel.

"These tools aren't as frivolous as they sound, and they all have a purpose," he said. "They're designed to enable us to put out a professional product without

wasting time and effort."

Since reporting to BuPers in late 1970, Chief Butman has originated a wide variety of professional art and drafting work, much of which is used Navywide. Among these are career retention pamphlets, booklets and posters; the Navy's antismoking pamphlets; educational opportunities brochures (NESEP, BOOST, etc.); the Division Officer's Planning Guide; and Sailor-of-the-Year and the U. S. Navy reenlistment certificates. During this assignment he also helped produce the Navy-oriented "Half Hitch" cartoons, seen in many Career Counseling offices throughout the fleet.

A year's tour of duty on the staff of ALL HANDS Magazine in 1971 was a favorite, he said. "I tried to learn as much as I could about the magazine's operation while I was there. It was an opportunity for me to work in different areas of my rating than I had before, and it was a great experience."

He designed several of the magazine's covers, and prepared story layouts and cartoon pages as well as numerous drawings, illustrations, charts and tables for publication.

Currently, Chief Butman provides illustrative-drafting support for the Human Goals organization of BuPers. His many tasks include the design and production of visual aids and associated material in support of the program.

Chief Butman joined the limited ranks of illustrator-draftsmen (there are only about 30 E-7s on active duty) by being in the right place at the right time.

"After recruit training in 1958, I was sent to Commander, Cruiser Force Atlantic to await orders," he explained. "While I was waiting to see the personnel officer, I watched a staff artist who was doing some drafting and artwork. He started talking to me (probably to stop my staring over his shoulder), and asked if I was interested in that sort of work. I jumped at the chance to make myself heard. That was exactly the field I'd hoped to get into."

While stationed in Dam Neck, Va., in 1969, Butman was recommended for the warrant officer program but, he explained, "There were very few warrant officer categories at that time, and I wanted to stay in the illustrator-draftsman field. Had I accepted the nomina-

**Below: DMC Norman Butman, assigned to Human Goals organization of BuPers, is one of fewer than 30 chief illustrator-draftsmen on active duty.**





tion, I would have had to select a different line of work."

Speaking of his present assignment, Chief Butman said, "It's exciting to be part of the Human Goals organization. There's no doubt that the programs are good for the Navy. If someone is having a problem in one area or another, it's bound to affect his or her capability as a contributing member of the Navy."

He continued, "Several years ago, when there wasn't much emphasis on human resource management pro-

grams, a lot of individual talent and experience was lost to the Navy for one reason or another. Now," he said, "we have the facilities, the personnel and the expertise to concern ourselves with improving not only individual performance but also command effectiveness. I, for one, thoroughly enjoy being part of a group that exists to improve leadership and management throughout the Navy."

—JO2 Jan Wood

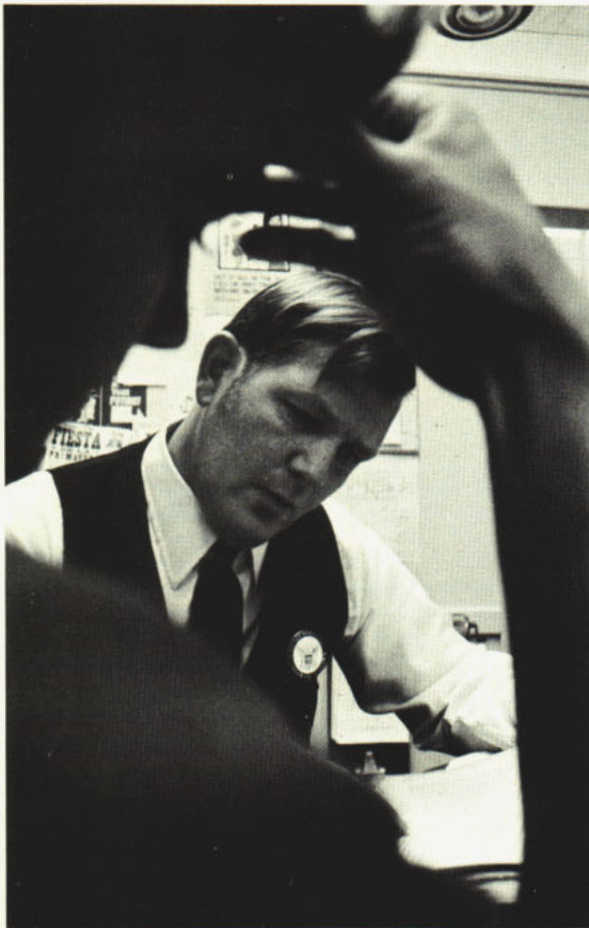
# Navy Counselor Chambers Telling It Like It Is

As a full-time career counselor with five years' experience, Navy Career Counselor 1st Class Marion A. Chambers, at the Fleet Antisubmarine Warfare Training Center, Pacific, San Diego, has to cope, in many instances, with two opposing forces—the needs of the Navy and the desires of the individual.

By virtue of his training he is the primary source of accurate, up-to-date information about career policies and programs. He distributes hundreds of pamphlets each month outlining service benefits. He discusses individual career planning with every person aboard, students and staff alike.

As a Navyman for nearly 17 years, NCI Chambers has spent, by his own admission, many years studying people. Through this study he has acquired the quality most essential to career counselors—the ability to deal with people honestly and effectively.

Whenever Chambers gives career advice he constantly refers to the career counseling manual. He feels it is important for a person to be able to see in writing the requirements of programs the Navy has to offer.



Above: Navy Counselor 1st Class Marion A. Chambers advises a young sailor.

"Career counselors can definitely affect morale," stated Chambers. "If a person is given incorrect information not only does it damage my credibility but also it could hurt his entire career."

More and more people here are visiting their career counselors. Whether they plan to stay in or get out, they know they will get straight answers from Petty Officer Chambers. He cares about the Navy, its policies and its people.

Story and photos by JO2 Kathryn M. Hoogeboom





# LCDR Mike Austin

## Jack of All Trades



Lieutenant Commander Mike Austin is executive officer of the tank landing ship USS *Peoria* (LST 1183), operating with the U. S. Seventh Fleet in the Western Pacific. He's also a teacher. Let's take a look at him in this latter capacity.

It's 1530 and dungaree-clad sailors sit around white-topped tables in *Peoria's* wardroom. Some of them flip through pages of textbooks, some sip coffee from paper cups.

LCDR Austin is announcing that class is about to begin. He glances at his watch, assured that the latecomers will show shortly. The class soon starts and "Professor" Austin fires questions to the students concerning constitutional amendments. A couple of sailors take the lead in answering the questions, and Austin seems to recognize them as leaders. He works harder

on those who are not communicating as well.

The latecomers arrive. Cracking an easygoing line at which everyone laughs, he continues the lecture, occasionally gesturing with his hands.

A certified teacher from San Diego Community College, Austin teaches American history, two American government classes and an English course aboard the San Diego-based *Peoria*. "Teaching is a wonderful experience. The more interaction I have with the men on varying levels, the better I know them and get feedback on how I'm doing as executive officer. It gives me a chance to hear them out, to get a feeling of what most of their frustrations are on the ship," he says.

Now it's 0830. LCDR Austin is seated in a rattan chair in the executive officer's stateroom. His desk is cluttered and behind him is an electric typewriter.

"It's like being the mayor of a small city," says Austin, concerning his duties as executive officer. "You have to tend to general utilities problems and general administration. You have to run an efficient organization and at the same time be concerned with the well-being of its people." The 36-year-old naval officer cites some utilities problems: "Plugged drains, clean spaces, proper food and food sanitation." A collateral responsibility calls for handling a variety of personal counseling functions.

The executive officer is involved with the ship's day-to-day problems because the commanding officer must be "isolated from them so he can have time to make policy decisions" and interpret the policies of his superiors.

"The CO is in charge of morale; he sets the tone," says Austin. "I implement and carry out his policies."

The hardest part of the job, remarks Austin, "is getting results and having the men know they are involved. The idea is to guide them in the right direc-





tion—it's a big psychological challenge. And you know that the same technique may not work in every case. A particular approach to a leadership problem might be a tremendous success today and a total flop the next time you try it."

Austin entered the Navy in 1961. He attended Whitworth College in Spokane, Wash., graduating that year with a bachelor of arts degree in political science. "I

wanted a broader background in interaction with other people. The Navy seemed like a way to get it. I wanted to travel, too. I was raised on a dairy farm and I never had seen the ocean. My first ride in a ship was aboard the Bremerton ferry when I was 20 years old," recalls the 1956 graduate of Highland High School in Cowiche, Wash.

Austin was going to get out of the Navy at one time but, along with his wife, Bonnie, decided against it. "I had found that the Navy provided an opportunity to get involved with a wide variety of problems and assume responsibility at a young age that I couldn't find on the outside," he added. Opportunity is important to him.

"I came from a poor family and have always been impressed that you don't have to stay that way in life. You can rise, however high you want, through hard work. That's still the greatest thing about our country."

Despite his long day, LCDR Austin finds time for his hobby as an artist—print making from linoleum blocks. "It's a good technique because it doesn't require a great deal of gear," Austin says.

Much of his work deals with nature, particularly birds. "I also do a lot of Chinese stuff, probably because I've been over in this part of the world so many times," he observes.

Altogether, it's a busy life being a ship's exec, the visitor decides as he makes his exit, assured that the X.O. door remains open to anyone.

—Story by JO1 Paul Young

—Photos by PH1 John R. Sheppard

## LCDR Daniel L. Rainey, Jr. Surface Warfare

Lieutenant Commander Daniel L. Rainey, Jr., assistant ship's navigator of USS *Enterprise*, qualified for the designator of surface warfare officer—believed to be the first naval aviator so certified.

"This qualification is a mark of major professional achievement," wrote the Chief of Naval Personnel in a letter of notification. "It identifies you as an officer who demonstrated significant proficiency in the art of surface warfare."

The letter also stated that LCDR Rainey had achieved certification under significantly more rigorous criteria than had previously been required, further increasing his value to the Navy.

"This qualification is a mark of major professional achievement and identifies you as an officer who demonstrated significant proficiency in the art of surface warfare. This qualification, added to your demonstrated professionalism in naval aviation, substantially increases your value to the naval service."

The designator requires qualification in several areas, among them officer of the deck, quals in the Combat Direction Center, damage control and 3-M systems.







# CWO McClymonds

## In the Works

Chief Warrant Officer Samuel McClymonds is the machinery training instructor and observer at Fleet Training Group headquarters in San Diego. As such, he imposes various engineering "casualties," then observes and evaluates ships' engineering personnel taking corrective action.

After the drill, he recommends ways to improve recovery techniques. According to CWO McClymonds, "The most enjoyable thing about my job is that it deals with two major interests—engineering plants and people."

Before reporting to Fleet Training Group, he completed the ADCOP program and was assigned as main propulsion assistant aboard USS *Mt. Vernon* (LSD 39). "ADCOP enabled me to improve my technical knowledge

through formal classroom studies and to relate better to the age group of personnel coming into the Navy," he said. "This enabled me to improve my performance proficiency."

CWO McClymonds has been a member of the Fleet Training Group staff since September 1974. His billet at the training group has exposed him to various engineering plants and methods of management.

What is the most gratifying factor about being stationed at Fleet Training Group? According to CWO McClymonds, "I've gained a great personal satisfaction in seeing the improvement in engineering readiness of various ships as they complete training."

—Photo by PH3 Pete Compato



CWO McClymonds takes note of a crew's engineering proficiency.



Perhaps nearly all Navy men and women at one time or another ask themselves, "Whatever became of the recruiter who convinced me that I should join the Navy?"

Signalman 1st Class Richard D. Cannon is a good example of a former recruiter returned to the fleet. He is serving aboard the guided missile light cruiser USS *Little Rock* (CG 4), flagship for Commander, U. S. Sixth Fleet, homeported in Gaeta, Italy.

As a recruiter, Cannon convinced more than 300 young men and 50 young women that the Navy was the life for them during his four-year tour in Fitchburg, Mass.

"I just took the time to explain what the Navy had to offer each individual without any golden, empty promises of a soft life. I guess being honest paid off, because I have met quite a few since then and they all seem to have adjusted," he said.

Cannon was a recruiter canvasser in Fitchburg. His primary job was to visit area schools and tell the Navy story to both male and female students.

"I gave them all the facts and they surprised me with their responses," he added.

During the last two years of his recruiting tour in Fitchburg, Cannon was the petty officer in charge of the station. During his off-duty hours, he assisted in organizing the Fitchburg Little League and managed one of the teams.

He and his wife, Elaine, were married during his first Navy tour. In the next decade, the Cannons added daughters Deborah, Doreen and Dianne. The family resides in Gaeta, a small fishing and resort town nearly halfway between Rome and Naples on the Tyrrhenian Sea coast.

"Gaeta is a beautiful place in which to live," Mrs. Cannon said. "It has a relatively mild climate and we are fortunate to see the sun during most days of the year."

Cannon spent the first 12 years of his career aboard destroyers on the east coast. He was one of the first Navymen to go through the Petty Officer Leadership Training School.

He spent 10 months during 1961-62 in the Antarctic with Operation Deep Freeze aboard the attack cargo ship USS *Arneb* (AKA 56). He has since sailed on each of the seven seas.

"I guess that makes me salty," he said, "but I look back at my recruiting tour as having been the most challenging and yet rewarding of all. Elaine and I really enjoyed Fitchburg. We had a marvelous group of friends and neighbors whom we'll never forget."

Before reporting to *Little Rock*, he served in USS *Richard Page* (FFG 5) as a career counselor.

When the flagship is in home port, Cannon umpires for the ship's intramural softball league and he also manages a girls' softball team. His daughters, Deborah and Doreen, are on the team. "When I umpire, I call them the way I see them and there is rarely an argument."

While Signalman Cannon is busy in the ship and on the softball diamond, Mrs. Cannon is also active in the American community. She is president of the Navy Wives Club, Branch 195 Chapter, for Latina Province. Also a Red Cross volunteer, she assists the resident Navy physician at the Navy dispensary in nearby For-

# SM1 Dick Cannon A Recruiter Returned



Always cheerful, Dick Cannon is known as a "good shipmate" who always has a kind word for everyone.

mia. Elaine serves on the Village Council and is an active member of the Parents-Teachers Association at the Joshua Barney Elementary School in Gaeta. In her spare time, she assists in a special education program for slow learners.

When asked how she manages to be so active in civic affairs with three daughters at home, she replied, "All it takes is patience and a very understanding family."

"The Navy is the greatest thing that ever happened to me," Cannon said. "I've gained an education, traveled, and learned to be a leader. Most of all, I feel as though I have positively contributed to the overall effort."

"Elaine and I agree that overseas assignment is a wonderful opportunity for everyone. It's been a grand experience."

"If anything, the long separations brought us closer together," Elaine commented.

Cannon added, "It hasn't been a rose garden by any means, but I am satisfied with my life in the Navy. It's been demanding, but also personally rewarding."

—Story & photos by PH2 Harry Deffenbaugh, USN



# Recruit Training - Way Back When

# Apprentice Boys

## Of The 19th Century

Recruit training is something which is constantly changing in order to keep up with the times and the demands of the sea service. New ships and new weapons demand new ways to perform duties and the changing of civilians into sailors in only a few short months is a monumental task. Through the years the Navy has been equal to that challenge.

What was boot camp like when you entered the service? Probably different from that of 20 years before and drastically unlike anything of nearly a century ago. At that time, nearly all training of landsmen took place aboard ship.

In the late 1800s, all enlisted training took place aboard the fleet's training ships and the apprentice system of Commodore Stephen B. Luce turned land-lubbers into sailors. Today, the enlisted path begins at the entrance gates of the training centers at Great Lakes, Ill., San Diego, Calif., or Orlando, Fla. But before the turn of the 20th Century, it was common practice to take a farm boy or a city kid and give him his first taste of the Navy aboard the training ships. After all, if the sea was the goal, what better place to begin than aboard ship from the very first day of one's service?

Little survives in print nowadays detailing the activity



aboard those ships and gone, too, are most of the enlisteds who began their careers as apprentice boys. From what has survived, notably a "boy's book" entitled "Boy Life in the United States Navy," we can gain a glimpse here and there of what it was like to serve in the United States Navy as an apprentice boy or, to use the term of that era, simply as a "boy."

Published in 1885 it was written by an "H. H. Clark, USN," identified as a Navy chaplain (chaplains also conducted classes aboard ship as teachers). The author dedicates his book to Commodore Stephen B. Luce, USN, "Whose earnest and unremitting devotion to the United States Naval Training Service has contri-

buted so much toward its present efficiency and its future promise."

As "Boy Life in the United States Navy" recalls an element of Navy life now long forgotten, so does it reach back to a general way of life in America, now but a distant shadow—when man's wants were far more simple, his needs basic and his aspirations austere. For boys of those days two driving factors dominated their lives—the desire to get away from their roots and see the world, and the urge, too, to emulate the "captains of industry" who showed by their living standards and way of life what success was all about. Whether on shore or aboard ship, the two main ingredients of success were hard work and thrift. These two factors were constantly drilled into the thinking of the young.

To join the Navy back in 1885, it was necessary to

**Left: New recruits are brought aboard ship. Below: A young apprentice boy with shipmates. Facing page, top: Early photo of Stephen B. Luce, who later developed the apprentice system of training sailors. Bottom: Rare early photo captures tense expression of an apprentice boy, apparently during gunnery operations in the Spanish-American War.**





go where the ships were, armed with a letter from one's parents or guardian, and simply ask to be allowed to join up. In H. H. Clark's book the training ship is in Boston harbor and the recruit is a 15-year-old from a Down Maine farm. As the group of boys arrive on board the training ship *Minnesota* from a steam cutter which has ferried them from the city's "India Wharf," they're met on deck by the ship's executive officer. Ordered to "toe a seam" on the ship's main deck, the group of boys—14 to 17 years old—is then inspected and questioned.

As more experienced and senior recruits are being put through their paces in the ship's rigging, the executive officer questions each new arrival, accepting some and rejecting others on the spot. The use of tobacco and beer automatically brings rejection, for this is the time of the great temperance movement. Emotional immaturity and lack of valid documents indicating parental approval of the enlistment do some others in. Over the side as well go the individuals who were obviously sent on board as a form of punishment by exasperated parents. The successful applicants are those who "give truthful answers to searching questions, look their questioner in the eye and can list a classic or two they've read in the recent past."

Then, it's down to the ship's office where the candidates fill out forms, sign applications and agree to "serve the Government till they're twenty-one . . ." From there, it's on to the ship's surgeon and the usual enlistment physical at "a place screened off on the gun deck."

Having been passed by the surgeon, the candidate ". . . was sent to the schoolroom on the berth deck—a stateroom fitted up as a library—where a board of officers were assembled to inquire into the mental and moral qualifications and aptitude for the service of those applying . . ."

The candidate "was directed to read aloud; to write a sentence; to perform examples in arithmetic; and to reply to a series of questions such as any bright, intelligent boy could readily answer. Inquiries were made as to his moral training and habits, how and where he spent his evenings, his religious preferences, and various other things . . . Some explanation was made of the general character of life on board ship, the discipline, the restraints, and the length of service, and the question was put to him whether he was willing to accept these conditions . . ."

"And now came the final test—an ordeal which it is impossible for many boys to pass. He was taken on deck to see whether he could go aloft without being dizzy . . ."

In the book, naturally, the candidate passes the rigging test—zipping up one side and appearing in a matter of seconds in the hammock netting on the other side.

"After a brief talk with the captain (the candidate) signed the shipping articles, and his name was enrolled upon the ship's books as a third-class apprentice boy in the United States Navy."

As for pay, the new apprentice learned that he would be paid at the rate of \$10 a month over and above his



board, that no allotment could be made to help support another (as his parents), since ". . . the law forbids that a cent of your earnings shall go to support any relative. A part of it (pay) is needed for outfit and spending money, and the rest is kept on the books for you till your discharge at the age of twenty-one."

The author also states that a third-class boy was paid \$9.50 a month, so it could be assumed that 50 cents a month was withheld until the end of an enlistment.

The master-at-arms is described in the book as "being the chief petty officer of the ship" who issues each recruit his hammock and teaches him how to lash and stow it, along with how to get in one.

The recruit then goes to the paymaster who issues ". . . a motley collection, including besides clothing, a bar of soap, a jackknife, a scrubbing brush, a shoe brush, a comb, a box of blacking, buttons, silk, needles, etc. Most of these things, after being marked with (a) number, were neatly stored in a large black bag, the check for which was given to the young recruit, with





## Apprentice Boys



Above: Exercises in swordsmanship, using sticks for safety, were later to become a part of the daily routine for apprentice boys training with more seasoned sailors. Below: Men and youths of all ages vie for selection as Navy crewmembers. Acceptance often followed a demonstration of dexterity in performing seagoing skills. Facing page, top: USS Minnesota, in formation. Bottom: The ship became an apprentice boy's home as well as a seagoing vocational school.



the injunction to take good care of it."

After a visit to the barber, the recruit is allowed some moments to himself and like boots since Noah's time "... he felt of his head to see if any hair was left, looked at his new uniform, fingered his knife lanyard. He was no longer an outsider."

The recruit is then told his first days' routine: "They won't put you through the regular drills the first few days. Let's see, you must turn out in the morning when all hands are called, lash your hammock and carry it to the nettings. Then you must scrub yourself in a bucket of water. After that the captain of your part of the ship will give you something to do until inspection at seven bells, when we all muster on the spar deck. Then we go to 'formation' at eight, have prayers and march to breakfast. Then comes 'cleaning bright work,' and 'quarters at three bells.' After that there will be nothing special till hammocks are piped down at sunset ..."

"I would like to know what you haven't got to learn on board this ship? Why you must be a regular soldier and march ... you must study gunnery and be an artillerist; you must know how to use small arms. They teach you how to fence and box, and row, and swim, and dive in submarine armor, besides regular school studies. You've got to learn to make your own clothes, and mend them, and scrub them, and take care of them, too, so that none are stolen. There's no end to the drilling and teaching here."

The ship's complement included 414 boys, 60 seamen and 40 marines. In all, the ship's company included 622 officers and men. Rounding out the enlisted men were some 50 or 60 petty officers—boatswain's mates, gunner's mates, sailmaker's mates, quartermasters, coxswains, machinists, schoolmasters, yeomen, apothecaries, stewards, etc. The recruit was told that "... some of the petty officers wear sack coats, but most of them dress like the crew and wear badges on their sleeves."

The officers, he was told, were generally in three groups—graduates of the Naval Academy, including passed-midshipmen, those staff officers which included the surgeon, paymaster and chaplain (who was the head schoolmaster); and the warrant officers, those few enlisteds who succeeded in rising in rank.

Some insight into life in the Navy is contained in the 1885 account. For instance, one chapter describes the noon dinner formation and police court—held by the executive officer and the forerunner of today's X.O.'s mast. Each boy was assigned to a gun crew for formation.

"'Muster your crews!' sounded sharply along the lines. At this each gun captain stepped from the ranks, called over the list of his crew, and fell back into place.

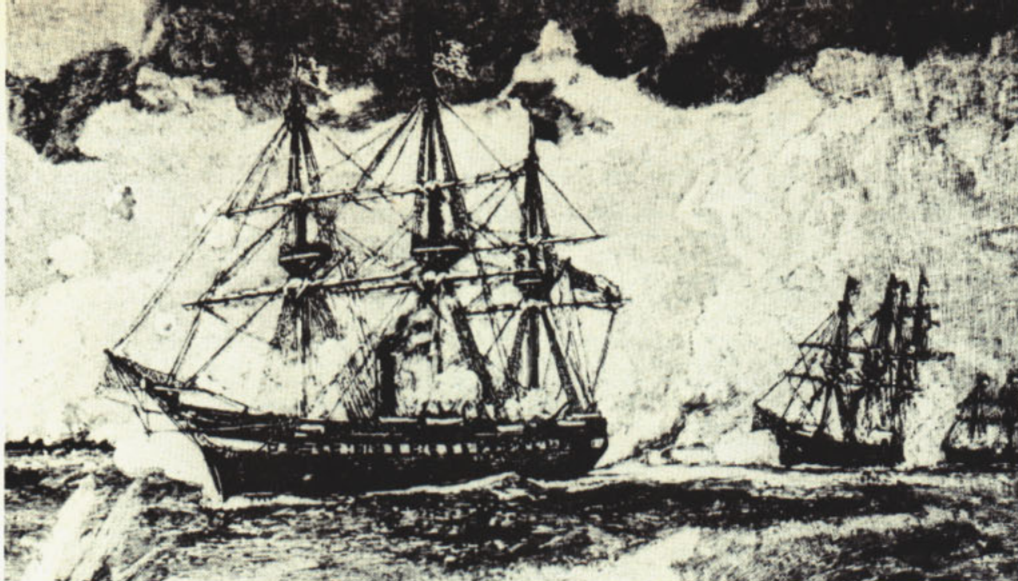
"'Captains, front and centre, march!' The captains now moved one pace to the front, faced quickly about, marched briskly to the centre, and stood drawn up before the adjutant.

"'Report!' he commanded.

"Saluting as they did so, the captains, in turn, reported the presence of their crews, or the absentees, if there happened to be any.

"'Stations, march!'





"With the same military precision and decorum, each captain returned to the ranks. A moment all was silent; then, the welcome order, 'March to dinner!' was passed, and the battalion moved off in squads to the deck below . . .

"Presently all the boys were standing at the tables and it was so still that the fall of a feather would almost have been heard.

"The order 'Seats,' from the master-at-arms expelled with force brought the whole four hundred boys to the benches set by the tables as though each boy had been a projectile and had slipped out of a shotrack."

Dinner, naturally, was "salt horse" and the cook, also in keeping with the nautical, was "Commodore Duff." Mention was made of the "starvation army"



and "the bread and water squad," or those who had "to toe a seam and dine on hardtack and water."

Minor infractions were dealt with at the police court which convened after dinner. When the executive officer was ready, the master-at-arms brought the offenders before the exec on a variety of charges ranging from laughing during divine services to lying to a petty officer. The sentences ranged from a warning, to bread and water for a week with a full ration every alternate day.

Sailors were just as careless in the 1880s as ever when it came to personal property, and the Lucky Bag was in full swing then with the master-at-arms claiming anything found adrift from towels and socks to brushes. Extra duty didn't seem to "buy" things back in those days. Six hours spent toeing a seam could "redeem" a blanket or a month in "quarantine" (restriction) could

"purchase" a pea coat. Auctions were held at regular intervals to clear the Lucky Bag of "unsold" items.

In those days before electricity and the evening movie, training ships had evening sing-a-longs. Sea chanties were the more popular songs and the training ships employed this means to teach the apprentice boys naval history—through such chanties as "Constellation and Insurgente" and "Constitution and Guerriere," along with such nautical songs as the "Rule of the Road at Sea" to teach novice sailors the difference between left and right, port and starboard, and red and green. The idea was that when a sailor found himself in a pinch, all he had to do was recall a certain verse of a ditty and he'd know which way to turn the wheel.

The wildness of young boys—after all, they were all under 17—is pointed out in "Boy Life in the United States Navy," as the oldest and most dangerous stunt (besides skylarking in the rigging) is recorded: spilling another from his hammock by cutting the clews. The results of this below-decks trick were often tragic and the punishment doled out was oftentimes severe; these were the days of single and double irons.

These were the days, too, when the dishonorably discharged were drummed out of the service. A "drumming out" is reported to have gone something like this:

"'On deck there, on deck!' roared the boatswain's mate at the boys who were hanging back to see the master-at-arms bring the prisoner from below.

"This sent (the boys) scampering up the hatchway, especially as the prisoner just then went up too . . . The port side of the quarterdeck was a solid mass of men and boys, while the starboard side was reserved for the officers who were coming up in 'sword and helmet' as they say.

"Presently a midshipman came up from below and reported to the officer of the deck that the officers were all up and aft. That gentleman informed the executive officer, who reported to the captain that all was in readiness.

"Meanwhile the prisoner at whose expense this assemblage had been called, was brought to the mast by the master-at-arms. Every boy elongated his neck like a crane to get a glimpse of the young culprit who was endeavoring with poor success to return their looks with



## Apprentice Boys



Left: Early photo shows inspection of belongings, hammocks and personnel. Below: General muster on deck. Right: Sailors gather around gun for training exercise. Far right: Some of an apprentice boy's training took place high in the rigging.

glances of stolid defiance. He had been caught in the act of stealing twenty dollars from a midshipman's hammock, where it was concealed between the covering and the mattress. He had also been previously guilty of petty thefts. His case had been referred to the Navy Department and an order had come for his dishonorable dismissal from the service.

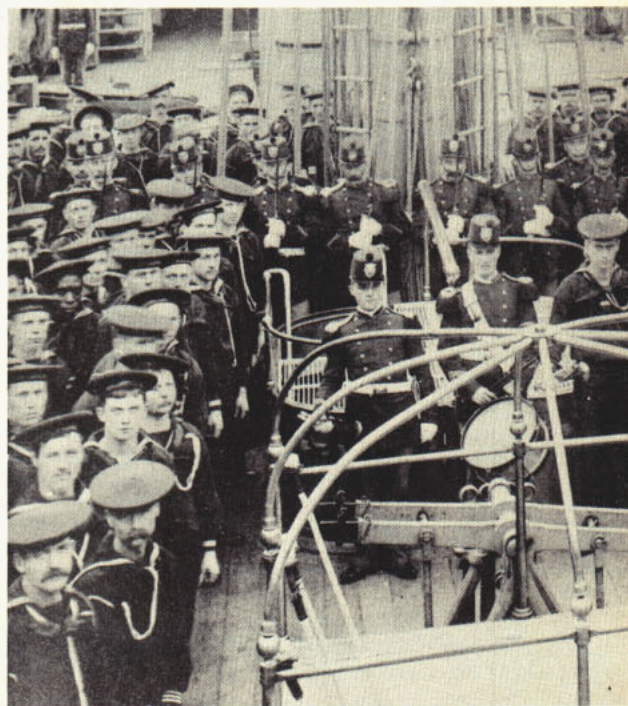
"'Have Boy Hawkins brought aft, sir' said the captain.

"Hawkins was marched where he was in full view of the whole ship's company and the captain read the Navy Department order for his discharge. He followed this with a short lecture to the assembled crew. 'You will proceed, sir' he then ordered the executive.

"The utmost silence prevailed while the ship's tailor with his great shears began cutting away the trimmings from Hawkins' uniform. The cap-ribbon containing the name of the ship first disappeared; the shirt collar with the stripes of white braid was clipped off at the seam; the wristbands, also, containing stripes of the same material, came off next and the boy stood void of every honorable and distinguishing mark . . . He was taken farther aft, where the drummer and fifer stood in waiting and, at a signal from the executive, he was marched between the master-at-arms and the sergeant of the guard to the port gangway, followed by the satirical music of the 'Rogue's March,' rendered with great spirit; for sailors are delighted to run a thief out of a ship. A boat lay at the port gangway into which he was hustled, and quickly pulled to the wharf where he was landed and allowed to go his own way."

Saturday was evidently spent in field day since Sunday called for personnel and material inspection, divine services and liberty for "good conduct" boys who had placed their names upon the liberty list earlier in the week.

"The cabin door opened and the captain stepped out upon the deck. The marine guard came to a present arms, the executive saluted and all abaft the mainmast raised their hands to their caps in a prolonged salute. The chief engineer, the paymaster and the surgeon now appeared from below, each reporting his department to the executive who, after the lieutenants and junior lieutenants had done the same by their divisions, transmitted the reports as a whole to the captain.





"General inspection succeeded. A signal was given to the band-master and the band struck up an appropriate selection. The captain accompanied by the executive then started on his tour of inspection. Each boy was scrutinized to see that his clothing was in proper condition and his bearing military. Any shabbiness or untidiness was carefully observed and the luckless boy and the officer in charge of his division were each likely to receive a cutting rebuke. At the same time the whole ship was kept under review from bridge to keelson. Any disorderly arrangement of even a pennant's halyards, or the slightest negligence in the care of any part of the ship, invoked the captain's serious displeasure. His



aim was to have a model ship and no detail however trifling was passed over."

Liberty was granted before divine services and apprentice boys had to return to the wharf at sundown, nor were they allowed to drink while ashore.

Apprentice boys spent anywhere from three months to a year aboard a training ship depending upon the schooling they received, how well they learned, and the needs of the fleet in filling vacant billets. Once aboard a cruiser or man-of-war they were integrated into the regular crew and there was little difference between their lot and the remainder of the crew except that they could not go ashore in a foreign country on

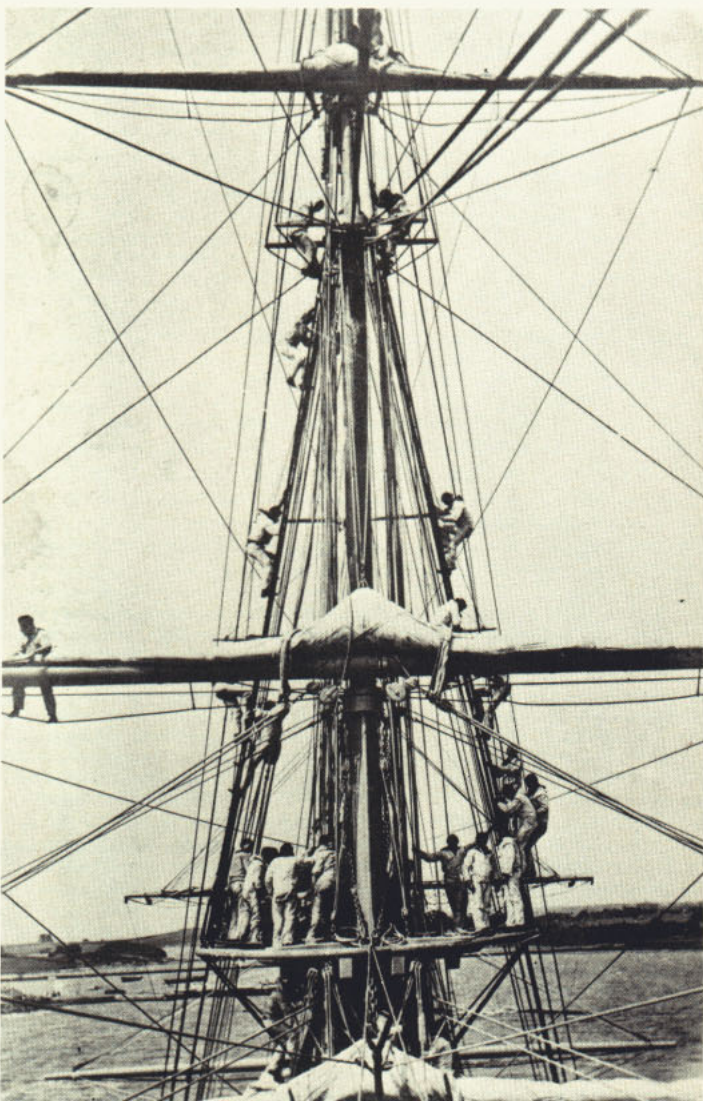


liberty unless they were headed up by a senior petty officer who, in turn, was held responsible for their conduct.

The system of training ships and that of apprentice boys has long since departed the naval scene. Perhaps they would be at a loss in today's Navy of electronics and nuclear weaponry, high-speed patrol craft and guided missiles. But for their time and their place in the scheme of things, they filled the bill.

Just as today's Navy men and women are the best trained in the world, so were those young, bright-eyed men of days gone by who took up the slack after the Civil War. The system must have worked. After all, didn't they—in 1898—fight the shortest, most decisive and successful war on record for the United States Navy? A salute then, to Stephen B. Luce and his apprentice boys.

—J. F. Coleman





# letters to the editor

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, (NOP-00723) Navy Internal Relations Activity, Office of the Chief of Information, Washington, D. C. 20360.

## Shotline Comment

SIR: The picture on the inside back cover of the May ALL HANDS, with the caption, "A young sailor prepares to fire the shotline as his ship nears the pier," is an embarrassment to shiphandlers. Any self-respecting conning officer would be ashamed to admit he could not maneuver his ship close enough to the pier so the boatswain's mate could send the messenger over by heaving line. I would like to believe your picture is staged and is not as the caption says.

Here at the Naval Amphibious School Little Creek, we have a very fine shiphandlers' course where conning officers perfect the skill of bringing their ship alongside so the boatswain's mate can hand the mooring line to the linehandler on the pier. Any conning officer who must rely on a line-throwing gun is in need of our shiphandling course.—CDR D. L. Burson.

• The photo is not staged; however, the ship in question may be innocent of all charges. The caption which accompanied the photo in the mail does not specify the activity in which the ship was engaged—which could just as easily have been underway replenishment. ALL HANDS jumped to an uncertain conclusion, and stands corrected. We are, however, happy to have the opportunity

of hearing about the Amphibious School's shiphandler's course—ED.

## Academy Sports

SIR: On behalf of the Naval Academy Athletic Association, I want to express our deep thanks for your publishing of the article "Navy Sports at Annapolis" in the June 1975 issue of ALL HANDS.

Ms. Ellen Ratrie did an excellent and thorough job in writing this article. We are particularly pleased at how she touched on all aspects of the Naval Academy's intercollegiate and intramural programs. Even more important, she was able to convey the philosophy under which we operate our programs.—CAPT. J. O. Coppedge, USN(Ret)

• Judging from the number of compliments we have received on Ms. Ellen Ratrie's article, your letter came as no surprise. Her description of the philosophy behind the intercollegiate and intramural programs, we feel, will do much to encourage America's top high school athletes to obtain appointments to attend the U. S. Naval Academy.—ED.

## Extensive Coverage

SIR: Thank you for the extensive coverage given Pacific Fleet units in the July 1975 issue of ALL HANDS.

A lot of men and women put in literally hundreds of thousands of hours supporting the fleet so they will be up and ready for both routine and emergency operations such as those de-

scribed. I know it is sincerely appreciated by "All Hands" when their efforts receive such exposure—especially in full view of their peers worldwide. Bravo Zulu from all of us!—CAPT J. W. Stierman

• Reports on various Pacific Fleet units would not have been possible were it not for the excellent cooperation we received from the public affairs officers of the individual ships.—ED.

## Red Sea Storm

SIR: In reference to the letter to the editor in your July 1975 issue entitled "Sand Dunes on the Fantail" and the editor's comment, "Can anyone top this?" USS Miller (DD 535) did top it. Instead of catching a sandstorm while in the narrow canal, which has sand on both sides, she was hit by such a storm while several miles out in the Red Sea in 1956. As a young seaman on my first ship, I was awed by this phenomenon and will long remember it.—YNC J. M. Lardner

• The sandstorm you experienced in the Red Sea would seem to equal, if not surpass, that which hit USS Opportune in the Suez Canal.—ED.

## Legion's Freedom Bell

SIR: We appreciate your article on the American Freedom Train (ALL HANDS, June 1975, pp. 56-59) and your generous mention therein of the "Freedom Bell." However, we find it regrettable indeed that the article failed to mention the fact that the Freedom Bell is more accurately described as The American Legion's Freedom Bell.

Our organization underwrote the entire cost of the Freedom Bell, which will be presented to the nation as a gift from America's children upon completion of the Freedom Train journey. American Legionnaires throughout the country are working to publicize the Freedom Bell and the Freedom Train to ensure the success of the project.

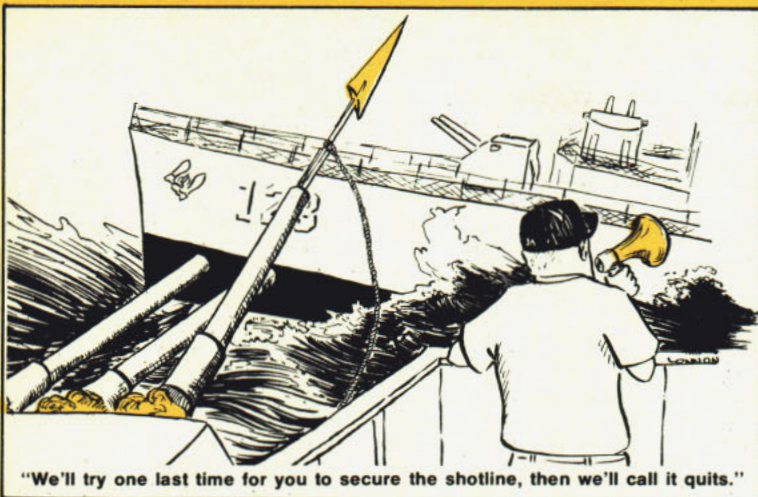
Your publication of this additional information would be very much appreciated. — James C. Watkins, Director, National Public Relations Division, The American Legion.

• Thanks very much. We're always happy to give credit where credit is due. American Legionnaires are to be congratulated for their dedicated work on this project.—ED.

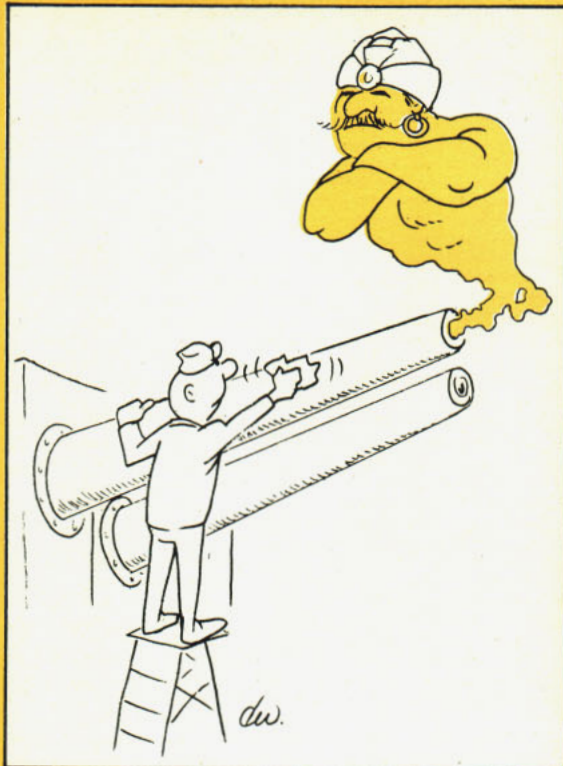




LT Lawrence W. Lohnon



CTA1 Donald L. Winans



FTCM Robert Clinko



"Sure your drinks cost more than mine, you pay a Sir charge, Lieutenant."

SSGT F. L. Choat



"Keep your upper body forward, arms away from the chest, knees slightly bent, eyes on the swab head, . . ."

on the  
**serious side**

JOC Sam E. McCrum, Jr.



"Would you like us to add something to your broth?"



# TAFFRAIL TALK

Navy Commander John A. Butterfield, Naval Attache in Iran, is the kind of friend anyone would do well to have around. While on leave in the states, he participated in the 79th annual Boston Marathon this Spring. CDR Butterfield escorted his blind friend, Harry Cordellos of San Francisco, to a blind runners' record time of 2 hours 57 minutes and 48 seconds over the 26-mile course.

A record 2041 started the race, with 899 finishing in under three hours. Butterfield and his companion recorded an 802nd place, which put them well above the halfway mark among the starters.

Several active duty Navy personnel participated in the marathon, including Lieutenant Commander William F. Hoss, stationed at the National Naval Medical Center, Bethesda, who was the first Navyman to finish the run, in a time of 2 hours 44 minutes. He placed 382nd.

Other Navy participants were Commander James A. Fady, Jr., Bureau of Medicine and Surgery; Lieutenant Commander Charles J. Day, Personnel Exchange Program, West German Naval Academy; Lieutenant Commander Wayne T. Humphreys, Naval Shipyard, Philadelphia; Lieutenant Robert B. Taylor, Bureau of Medicine and Surgery; and Captain Franklin Ruliffson, also of Bureau of Medicine and Surgery.

Commander Butterfield, outgoing president of Iran Roadrunners, was the first Navy runner to finish last year's marathon. Back in Tehran, the roadrunning enthusiast was busy promoting the sport. There are Persian marathons which are held periodically. CDR Butterfield says his roadrunning group is not out to make everyone a marathoner but they would like to encourage people to build up to a mile or two a day "to keep the doctor away."

When last heard from, CDR Butterfield was pushing the race for the Diplomat's Cup. Participating in that event were a number of members of Tehran's diplomatic corps, including the Indian and German ambassadors and several representatives of the Pakistani, Canadian, South African, British, Australian and American embassies. Included in the events of the day were an 800-meter team relay plus a one-mile and five-mile run.

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In the "for what it's worth" department—ALL HANDS got a call the other day from a chief petty officer in the Bureau of Naval Personnel who added to our lore concerning the flap with 13 buttons on bell-bottom trousers. In our Bicentennial Issue (Page 61, August 1975) we stated, "Buttoned flaps were probably adopted because they could be opened quickly with one yank to get the pants off if one went overboard."

Our caller said that could well be the case but he also added that back in Holland, where he came from, fishermen commonly wore trousers with this style flap. However, he continued, the real purpose was that the trousers could be passed on from father to son and brother to younger brother. The trousers always fit the new owner by merely moving the button over.

The chief doubts that the dutch flap had 13 buttons but he added that, in case we doubted him, all we had to do was to go up to New England and see the commercial fishermen there. He said the New Englanders wear trousers very similar to those worn by the Dutch. Thanks to our caller, the case now seems buttoned up—or does it?

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Right: Guests gather at Newport News, Va., for the launching of the nuclear powered guided missile cruiser Texas (CGN 39).









in this issue .....

# USS NIMITZ on OPS in the NORTH ATLANTIC

